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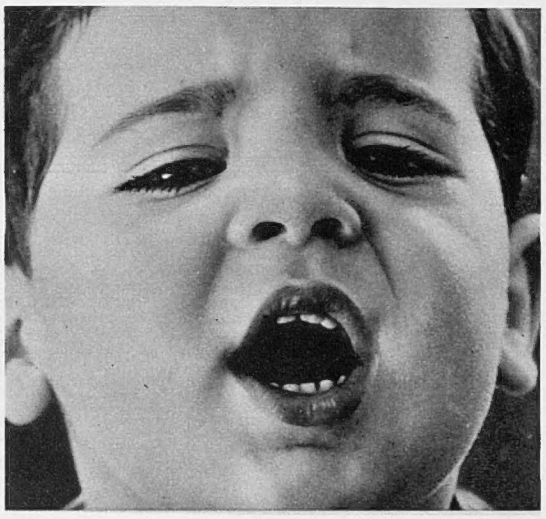

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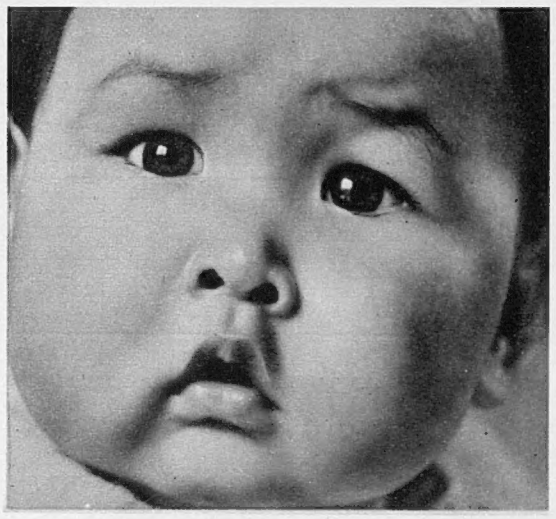
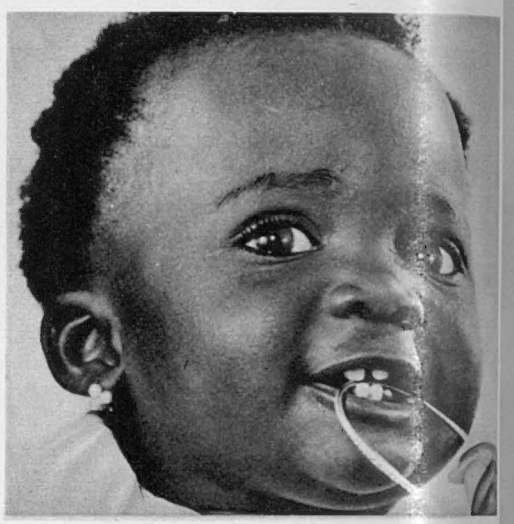
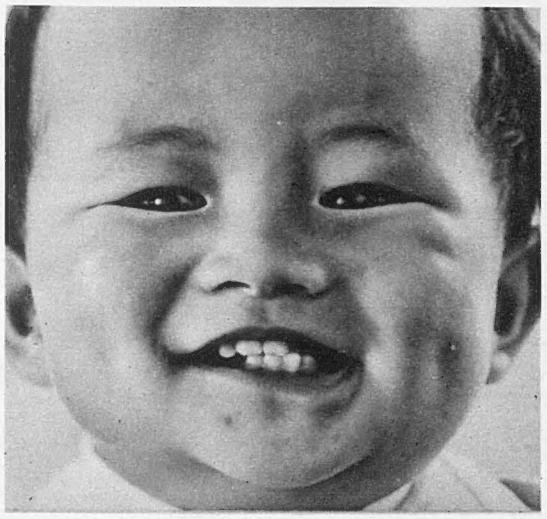


Nippers from Nippon



Tots from Lagos



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Volume CCXLIII No. 3150

THE SPHERE

LONDON, October 15, 1960

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MR. GAITSKELL'S COUNTER-ATTACK

The Labour leader answers his opponents during the defence debate at the Party's conference at Scarborough. Although he made a courageous, fighting speech, his official defence policy was narrowly defeated by unilateralist resolutions demanding Britain should renounce the H-bomb. The next stage in the Socialist crisis is anticipated to be in the Parliamentary Labour Party, who must meet to elect their leader at the start of the forthcoming session. The question of whether Mr. Gaitskell, if re-elected, could lead an effective Opposition was a talking point among the Conservatives gathering this week, also at Scarborough, for their Conference. In what was expected to be a less tense atmosphere than that prevailing in the previous week, there was much to discuss in the sessions, including the Monckton Report on Rhodesia and Nyasaland (due to be published last Tuesday). As is customary, the Prime Minister, as leader of the Conservatives, is to conclude the conference proceedings with a speech to-day (October 15)

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During the second phase of recent large-scale NATO exercises, the United States attack carrier *Saratoga* prepares to take on supplies from the store ship *Alstede* as the striking fleet steams southward towards the Bay of Biscay. *Saratoga*, one of the world's largest carriers, has a complement of more than 3,000 men and about 100 jet fighters and bombers. She is some 1,000 ft. in length, with a full load displacement of over 72,000 tons. Exercise "Sword Thrust," in which two Royal Navy and three U.S. carriers were taking part, lasted from September 20 to October 1. Nearly 40,000 men and 150 ships from eight nations were under the command of Admiral Robert L. Dennison, U.S.N., Supreme Allied Commander Atlantic. He said afterwards that "Sword Thrust" had been "very successful." The exercises began off the coast of Norway with the aircraft carriers forming the backbone of the striking fleet. In the second part, the Royal Navy carriers in the north were supporting theoretical ground action, while U.S. Navy carriers were in the Bay of Biscay to provide support in that region

TAKING PART IN NATO EXERCISES

Mr. Macmillan, having arrived from New York, is welcomed at London Airport by Mr. Butler, the Home Secretary. The Prime Minister returned a few days before the Conservative Conference which opened at Scarborough this week. After Mr. Macmillan's arduous days of speeches and meetings in the U.S., at the United Nations General Assembly and in Washington, he was due to spend last week-end quietly at his home in Sussex

RAILWAYS' ELECTRIFICATION SHOW

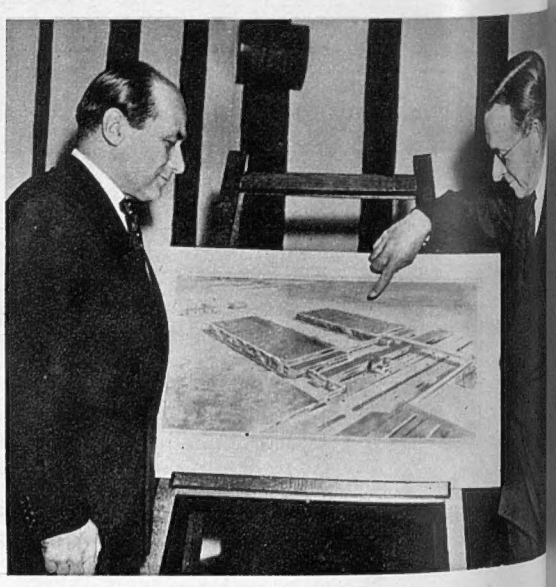
Far right: At the British Transport Commission Electrification Exhibition at Battersea, London, Mr. Marples, the Minister of Transport, tries out the controls of an electric locomotive on the English Electric stand. With him are Mr. S. B. Warder, Chief Electrical Engineer, British Railways; the Hon. George Nelson, Managing Director of English Electric; and Mr. Nethersole, General Manager, Traction Division of the company

MR. MACMILLAN BACK IN BRITAIN

Sir William McFadzean, President of the F.B.I., addresses over 200 manufacturers from nineteen Western nations, at the International Conference of Manufacturers in London. Left is Mr. Fritz Berg, President of the Council of European Industrial Federations, and far right is Mr. T. R. McLagan, chairman of the Canadian delegation

CONFERENCE ON INTERNATIONAL TRADE

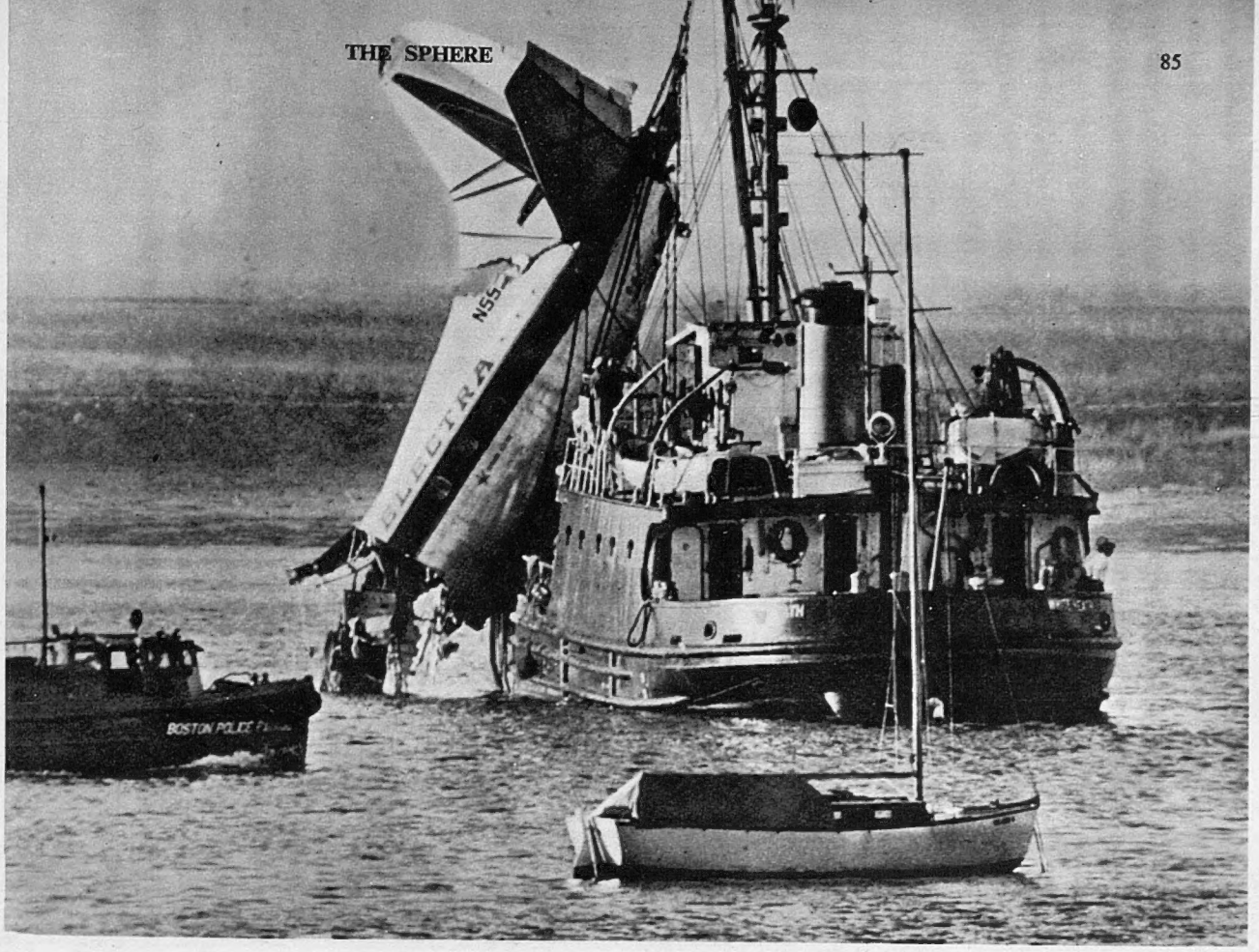
After announcing the scheme to launch a new Rootes Group factory at Linwood, in Scotland, Mr. Geoffrey Rootes, deputy chairman and managing director of Humber Ltd. (left), and Sir Reginald Rootes, deputy chairman of the Rootes Group, discuss a drawing of the factory. (Courtenay Edwards writes about the project on page 118)



MR. G. ROOTES AND SIR R. ROOTES

THE NEWS IN PICTURES

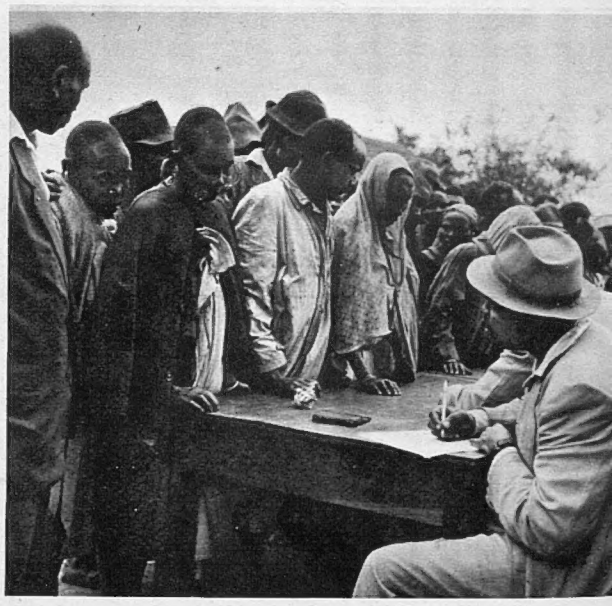
The tail section of an Eastern Airlines turbo prop Electra airliner is hoisted out of shallow water in Boston harbour. The aircraft had crashed shortly after taking off from Logan Airport. There were few survivors among the seventy-two people on board. It was not certain whether the airliner had exploded before crashing into the water; it then broke in two. Most of the people on board were still in their safety belts. According to reports, there was a possibility that migrating starlings had caused the crash. A number of the birds were found dead on the airport runway after the Electra had taken off. The disaster was the latest in a series of accidents to the Electra, five in less than two years. Following a crash earlier this year, when the wings of an Electra were torn off in flight, all of these airlines were flying at much reduced speed



THE LATEST OF A TRAGIC SERIES OF ACCIDENTS TO THE U.S. ELECTRA AIRLINER

The leader of separatist Katanga, Mr. Tshombe, presents three of his ministers to a crowd at the airport at Kolwezi, during a visit to the copper centre. Last week, the struggle for power in Congo appeared still to be in deadlock. A twenty-five man "peace" delegation from Colonel Mobutu, the Congolese military leader, was kept under armed arrest at Elisabethville, the Katanga capital, but eventually left in an U.N. aircraft. In Elisabethville itself, a curfew was imposed and armed police patrolled the streets after a series of thefts and crimes of violence. There were reports of further tribal conflicts in Katanga and the spread of disease

LEADER AND MINISTERS IN KATANGA



REGISTERING TO VOTE IN KENYA

Far right: In a Kikuyu reserve in the Kiambu district of Kenya, inhabitants are interviewed as they apply for registration as voters in next year's general election in the colony. The period of registration ended last week. There was a busy time in the registration centres in the last few days. It was expected that the total would be 75,000 in Nairobi alone. According to reports, the rush to register was most marked in the Asian community, but as time ran out, more Europeans came forward

CHEMICAL EXPLOSION IN TENNESSEE

At Kingsport in Tennessee, huge clouds of smoke billow from the organic chemicals division of a large factory owned by a subsidiary of the Eastman Kodak Company. The smoke rose several hundreds of feet in the air, following an explosion which blew out all the factory windows and was felt a mile and a half away. Debris was scattered over a wide area injuring a number of people. According to police estimates at least eight people were killed. The chemical plant covers about 400 acres and contains 160 separate buildings

THE NEWS IN PICTURES

No sooner had householders finished clearing mud and debris from the ground floors of their homes in various parts of Devon than heavy rain caused fresh floods. Damage was severe in the north of Devon and on the Somerset border. The rivers Exe and Barle were reported to have reached their highest-ever levels and more water was cascading down the Exmoor valleys than during the Lynmouth disaster in 1952. At Lynmouth, this time defences withstood the floods, but other parts of the area were not so fortunate. Minehead experienced its worst floods in living memory. In Exmouth, in South Devon, already badly hit by flooding, the Withycombe brook again overflowed. Dredging operations along its bed started to prevent a recurrence. The disasters were not confined to South-West England but spread to other areas. A Channel gale, with gusts up to 70 m.p.h., caused high seas to break over promenades on the Isle of Wight, the Channel Islands and the Hampshire coast. Heavy thunderstorms struck Lincolnshire, and there were floods at Horncastle, Louth and Bourne. The whole of the town centre of Horncastle was evacuated. In the clearing-up operations, men of the R.A.F. helped in drying out houses and furniture with R.A.F. cockpit drying equipment. At Coningsby, the bridge carrying the main road to the Lincolnshire coast was destroyed. By last Sunday night, 29 main roads in Southern England were blocked

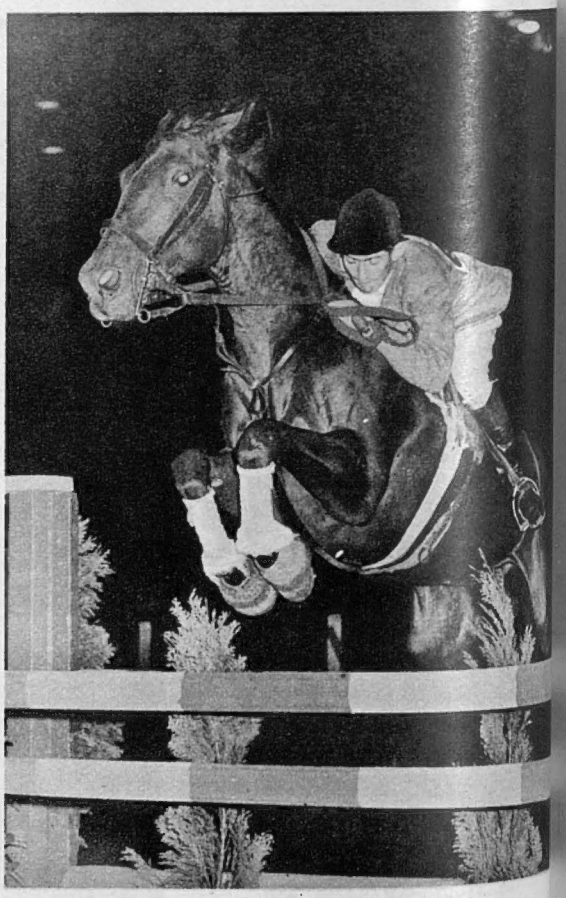
A FURTHER WAVE OF FLOODS: IN EXMOUTH, DEVON, RESCUE WORKERS IN A FLOODED STREET

IN LINCOLNSHIRE, DRYING-OUT OPERATIONS IN HORNCASTLE, AND A BRIDGE SWEPT AWAY

The nose of a four-engined Hermes aircraft lies crumpled against a track of the Southend-Liverpool Street railway after crashing at Southend Airport last Sunday afternoon. The aeroplane, which was on charter, was carrying 71 passengers from holidays in Spain. Four of them were later treated for cuts and shock, and two of the crew were kept in hospital. Officials attributed the lack of serious injuries to the fact that the aircraft's backward-facing seats took the strain of the crash

AIRCRAFT CRASHES ON TO SOUTHEND RAILWAY-LINE

Far right: At the Empire Pool, Wembley, David Broome takes Wildfire III over one of the jumps. On this horse, the rider, the bronze medallist at the Olympic Games, came second to Ted Williams on Pegasus in the B.S.J.A. Spurs (awarded to the rider with the most points on the same horse in B.S.J.A. events). Riding Sunsalve, David Broome achieved a greater triumph when he won the *Sunday Graphic Cup* and became the winner of the Harringay spurs and the Victor Ludorum of the Horse of the Year Show



CHAMPION RIDER OF THE YEAR AT WEMBLEY

NEWS SUMMARY

The U.N. and Nato; Human Rights; more disorders in Rhodesia; mass trial in Turkey; Brazil's new President

INTERNATIONAL

On October 7 Nigeria was formally admitted into the General Assembly in **New York** as the ninety-ninth member of the United Nations. A strong delegation from the Federation was led by the Federal Prime Minister, Alhaji Sir Abubakar Balewa. After his first speech, delegates of all shades of opinion were in no doubt that Nigeria has emerged as a major power in the African continent. For the tenth year in succession the Assembly voted against discussing the question of the admission of China. Voting was, 42 votes to 34 and there were 22 abstentions. It was anticipated that next year the matter will almost certainly be voted on to the agenda.

As Dr. Adenauer and M. Debré, the French Prime Minister, were having talks in **Bonn** early this week, a letter from President Eisenhower reached the West German Chancellor. In it the U.S. President stated that America's Nato policy rests on the principles of integration and close co-operation between Western Europe and the U.S.A. This restatement of Washington's attitude to Nato was thought to have been carefully timed to coincide with M. Debré's visit to the West German capital in view of President de Gaulle's recent ambiguous utterances about his plans for Nato.

In **Strasbourg** last week history was made when an individual citizen sued his own sovereign government before the European Court of Human Rights. Mr. Gerard Lawless, an Irish labourer, claimed that his detention for six months without trial by the Irish Republic Government in 1957 was an alleged breach of the European Convention for the protection of human rights and fundamental freedoms. The Court was established in 1950. Its jurisdiction is recognised by nine countries —Austria, Belgium, Denmark, Western Germany, Iceland, Ireland, Luxembourg, Norway and Sweden. The Lawless case had been referred to the Court by the European Commission on Human Rights.

SOUTH AFRICA

In the referendum last week on whether South Africa should become a republic, the result was a majority for Dr. Verwoerd's Republican policy, by 849,958 votes to 775,878, a majority of 74,080. Over 150,000 of the electorate, which consists of the white population only, did not vote.

GHANA

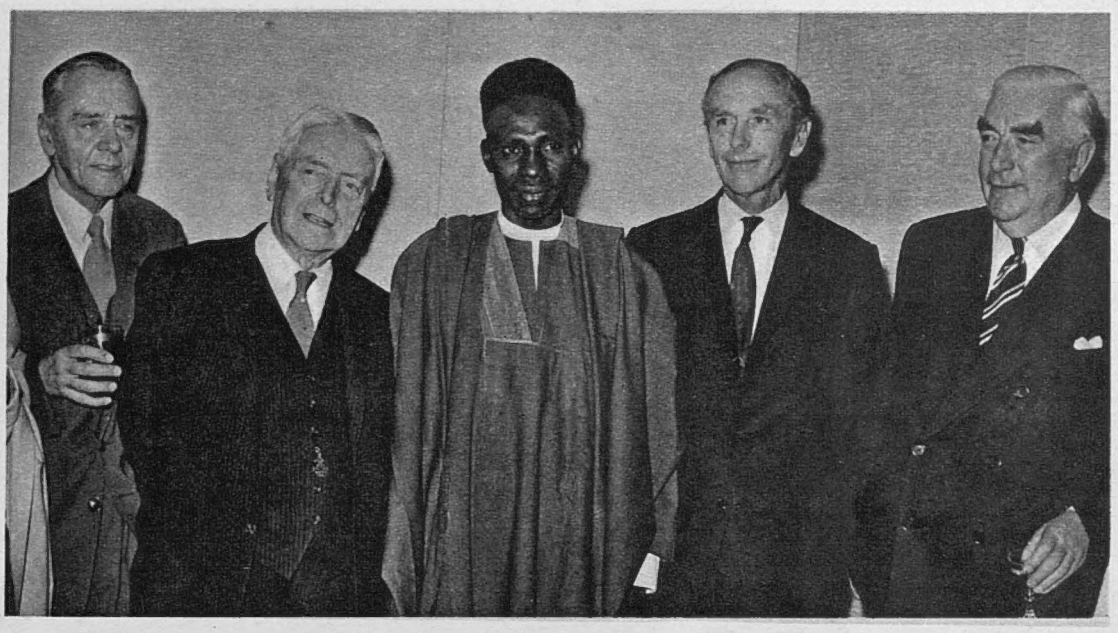
In **Accra,** President Nkrumah denied that Ghana was to nationalise all foreign firms in the country. There had been persistent reports in London that he had intended to follow this course next year. President Nkrumah described the reports as "pernicious and wicked."

RHODESIA

In the African township of **Harare**, Salisbury, seven Africans were killed and a number injured during rioting which started with a street accident. A European motorist knocked down and killed an African cyclist. Africans stoned vehicles, buildings and the police, injuring a number of white people. The police attempted to disperse the crowds with tear gas, and, when that failed, opened fire. European reservists were then called out. Harare was the scene of bitter rioting during the August disturbances.

The riots reflected the tense situation in Rhodesia on the eve of the publication of the Monckton Report this week. Sir Roy Welensky, the Federal Prime Minister, speaking at **Gwelo** in Southern Rhodesia, referred to the Report in a speech in which he warned that he would fight African nationalism from dominating the Federation of Rhodesia and Nyasaland.

Of the leaders representing the various strongly-held opinions in the Federation, Sir Roy Welensky, as the chief of the governing United Federal Party, has wielded the most power. His policy is based on a strong federal government. The Federal Dominion Party is led by Mr. Winston Field. It advocates a Southern Rhodesia ruled by Europeans with satellite black states in parts of Northern Rhodesia and Nyasaland. In Southern Rhodesia itself, the ruling party, the United Federal Party, is led in Parliament by Sir Edgar Whitehead. It is opposed by the Central Africa Party, led by Mr. Ralph Palmer; the Progressive Party; and the National Democratic Party, led by Mr. Leopold Takawira. In Northern Rhodesia, the opposition to the United Federal Party is led by Mr. Harry Nkumbula and Mr. Kenneth Kaunda, both of whom are fiercely opposed to federation. The U.F.P. in Nyasaland is opposed by Dr. Hastings Banda's Malawi Congress Party, which aims at independence for Nyasaland. The Congress Liberation Party on the other hand, led by Mr. T. D. T. Banda, believes in ties with the Federation.



Commonwealth delegates to the U.N. at a reception given by the British Foreign Secretary in New York are, from left: Mr. Louw; Mr. Walter Nash; Alhaji Sir Abubakar Tafawa Balewa; Lord Home and Mr. Menzies

TURKEY

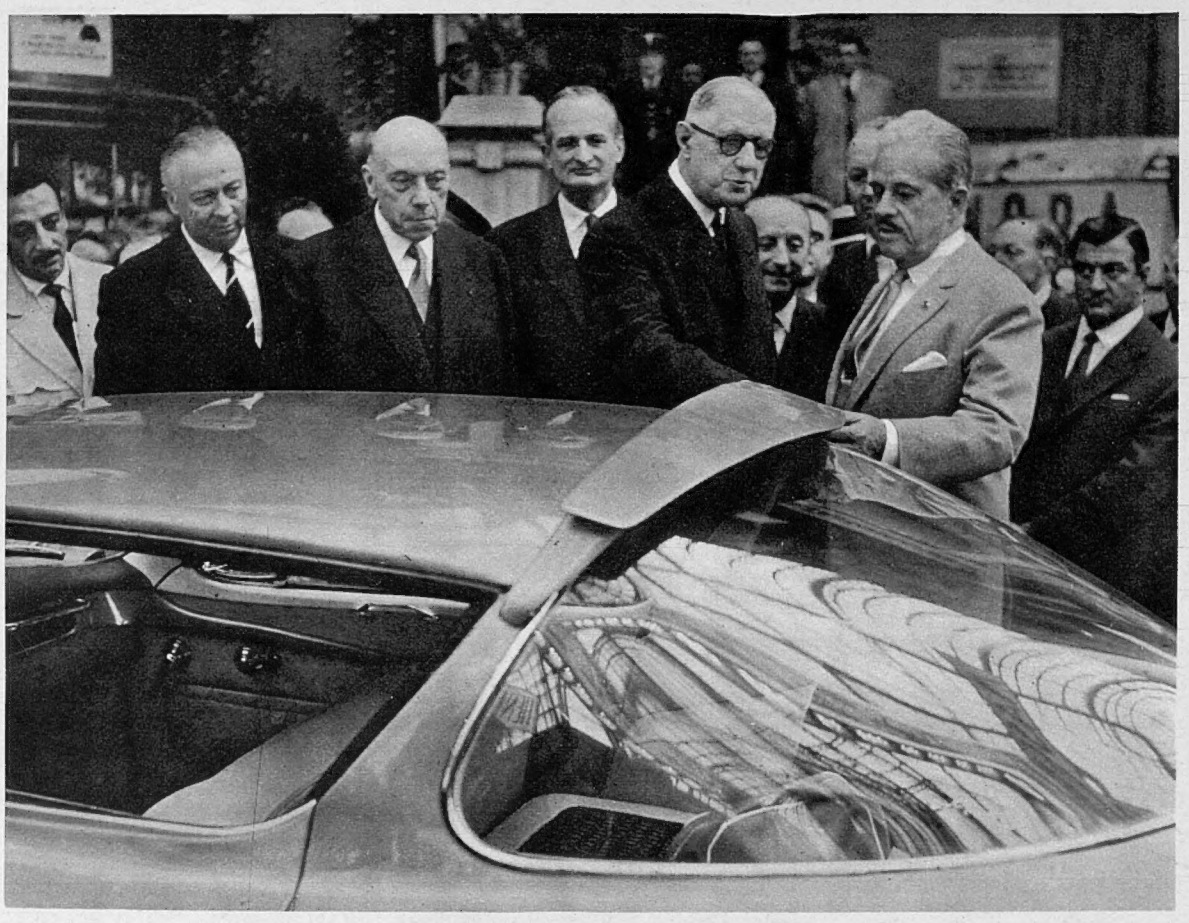
The mass trial of some 500 former Turkish Ministers and Deputies was due to begin on **Yassiada Island,** near Istanbul, on Friday of this week (October 14). The defendants include ex-President Bayar, Mr. Menderes, the former Prime Minister, his entire Cabinet and about 400 Deputies of the Democrat Party. This regime, which had governed Turkey for ten years, was overthrown by the military coup of last May. The accused in the trial face charges of "violating the constitution." This offence carries a maximum penalty of death and it is understood that the prosecution will ask for this sentence on forty of the defendants. The first hearing was expected to be a charge against ex-President Bayar and Mr. Nedim Okmen, former Minister of Agriculture, alleging the misuse of public funds in the sale of a dog to the Ankara Zoo.

GERMANY

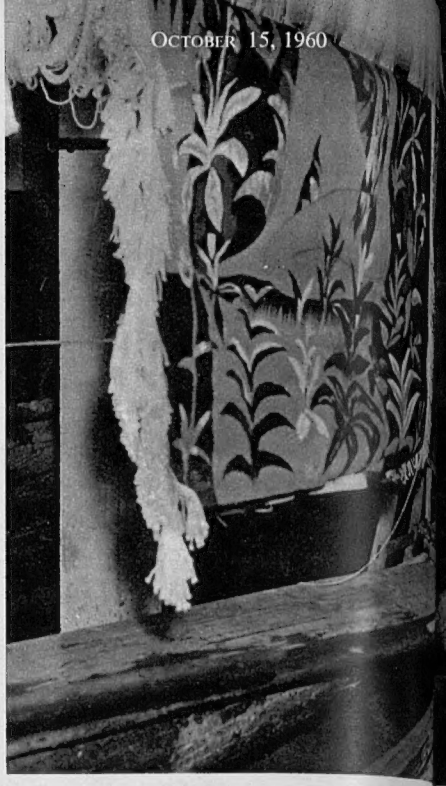
Last week it became apparent that the purpose of the German Communists in creating the crisis over **Berlin** was to force recognition of the East German Government. Early in September the East German authorities imposed travel restrictions on movement between West and East Berlin and West and East Germany. The Western Allies made a series of protests to the Russians, claiming that these restrictions were a violation of the 1949 agreement guaranteeing freedom of access to Berlin. The Russians replied that East Berlin was German territory and that under an agreement of 1955 between Moscow and Pankow (the seat of the East German Government), East Germany has full sovereign rights there. The West then took counter-measures restricting travel from East Germany to the West and the West German Government announced that they would cancel their trade agreement with East Germany at the start of next year, unless freedom of movement in Berlin was restored. The East German answer to this was to suggest trade and political talks between the two regimes. If the political side of such a conference was conceded, it would mean the virtual recognition of East Germany by the West.

BRAZIL

Senhor Janio Quadros was elected to succeed President Kubitschek. At forty-three, he is the youngest President in Brazil's history. In the elections, Senhor Quadros overwhelmingly defeated the Government-sponsored candidate, Marshal Henrique Lott, although Senhor Jano Goulart was re-elected as Vice-President. The principal issue of the campaigning was financial. Under President Kubitschek, Brazil has suffered severe inflation, due to his development programme which has involved the construction of the new capital, Brasília. Senhor Quadros promised monetary stabilisation.



President de Gaulle tours the stands having opened the Motor Show in Paris. (See also page 118)



Left: Demonstrators carrying banners march along the Champs Elysées in Paris. They were gathering at a rally called to protest against the Left-Wing intellectuals defending the right to refuse military service in Algeria

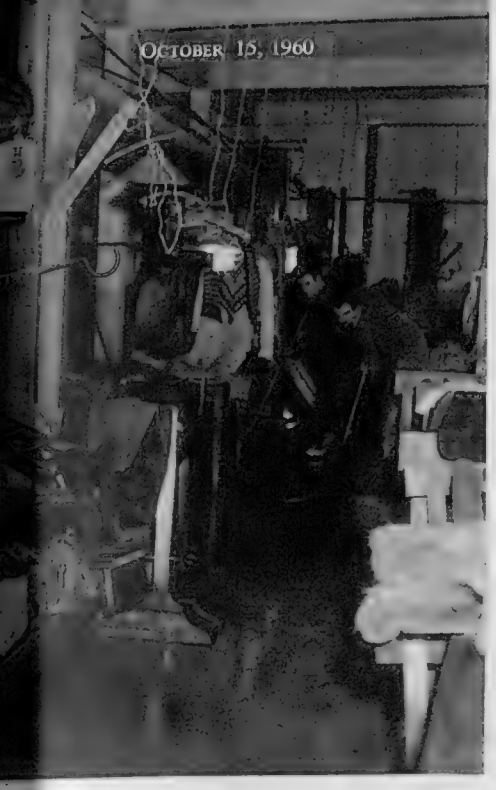
Below: Some of the younger demonstrators clash with the police. Up to this point, the rally had been orderly. The youths broke through the police and advanced on the office of a Left-Wing weekly paper

FERMENT AND FLOOD

After opening the Motor Show in Paris last week, President de Gaulle set off on a tour of south-east France to celebrate the 100th anniversary of the plebiscite uniting France and Savoy. Speaking at La Tour du Pin, he referred to the United Nations as " a kind of permanent scandal, with outrageous speeches, ridiculous overbids and threats of war." The President's scathing attacks on the U.N. are by no means shared by all Frenchmen. But when he went on in his speech to declare that Algeria was no concern of the U.N. he was loudly applauded.

Nevertheless the French remain deeply divided on the Algerian question. At the beginning of this month the Right began organising counter-action to the Left intellectuals' declaration defending the freedom to refuse to fight in Algeria. In Paris, one Right-Wing demonstration ended in a riot with young men, shouting " Algeria is French " and similar slogans and clashing with the police.

Also last week, France had its share of the serious floods which have lately afflicted many parts of Europe. In central France several rivers burst their banks and low lying villages were evacuated. The death roll was reported to be at least ten. In the south the Rhône rose 9 ft. in one day. Telephone communications between Paris and the Riviera were cut and railway lines and roads were inundated.



Water is cleared from the famous tapestry works at Aubusson, in Central France, after floods had caused severe damage to the premises and stock

In Tulle the car of the Prefect of Police is hauled from the mud in which it was deeply embedded by floods

The river Corrèze having burst its banks flows over a bridge to form a lake in the centre of Tulle

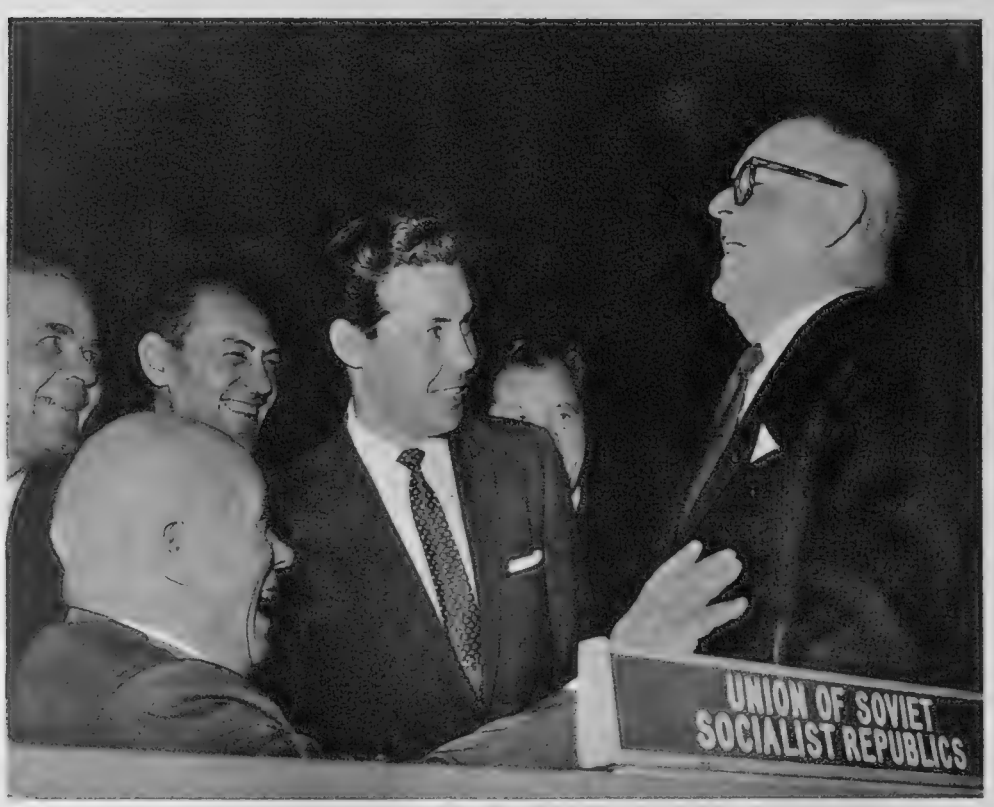
Vehicles are piled up on debris in garages damaged by the torrents in Aubusson

JOHN CONNELL

CIRCUS CLOSING TIME

A little over a week ago the Heads of States, who had assembled in such numbers in New York for the U.N. General Assembly's session, were beginning to head for home. Fidel Castro was the first of these notables to depart, still grumbling behind his beard about his hotel accommodation. President Tito went soon afterwards, observing that, though he was concerned at the intensification of the cold war, he was also cheered by the increase in numbers and unity of the uncommitted nations.

On the Tuesday afternoon the turbulent *prima donna* of the whole luridly melodramatic spectacle, Mr. Khrushchev, suddenly showed the more amiable side of his nature. He called on Mr. Macmillan at his hotel, stayed for 75 minutes, emerged smiling and told a kerbside press conference that the visit had been "very productive." Later in the evening he gave a party at the Soviet Union's house in Park Avenue; and among the 300 guests was Mr. Hammarskjold. To everybody's manifest surprise, Mr. Khrushchev insisted on hugging the Secretary-General, treating him as an old and dear friend, and giving him homely but pointed advice about putting his bets on



Mr. Boland (right), the President of the U.N. Assembly enjoys a joke from Mr. Khrushchev. During one session Mr. Boland made history by calling Mr. Khrushchev to order

"the good horse of socialism" and not on "the dead horse of capitalism."

Speculation about these two episodes were, of course, rife. It would be imprudent to read too much into either of them. Mr. Khrushchev has so often and so blatantly shown himself to be as cunning as he is impulsive. His impulses led him into a considerable peck of trouble from the moment he landed in New York: but he exercised a great deal of cunning in exploiting those same impulses and turning them to his own advantage. Any expectation of a fundamental change of mind—or heart—about ousting Mr. Hammarskjold from his post, or about the maintenance of tension between East and West, must be very guarded indeed. He is probably the most stubborn fighter in the world arena to-day: he may take a considerable hammering, and yet bob up as resilient, as combative and as devious as ever.

Is it possible to reach an objective assessment of the consequences of the Soviet leader's descent on the U.N. Assembly? The most apparent result has been his complete failure to blackmail or bulldoze the uncommitted nations—especially the new arrivals from Africa—into the Communist camp. They remain, and they obviously want to remain, firmly neutral. They have shown that they can be sharply critical of Soviet policies and aspirations, without in any sense aligning themselves with the United States and the other power bloc.

Mr. Khrushchev's strenuous efforts to win friends and influence people, to which much of his ebullient energy, in public and in the U.N. Assembly itself, has been devoted, have flopped badly. It is unlikely that he had felt as isolated, and as unfriended, for many years past, as he did immediately after he had heckled Mr. Macmillan. His conduct had jarred the senses of the vast majority of the delegates; for the time being at least he had lost any respect, or indeed fear, that the outside world may have felt for him. He showed himself to be—in one facet of his complex character—a vulgar, insensitive brawler. The exhibition had been even more distasteful than his repeated attacks on the Secretary-General.

These attacks proved to be failures, amounting almost to dangerous boomerangs for Mr. Khrushchev himself. And finally he failed utterly in two of his overt political attempts, first to change the constitution of the U.N. Secretariat, and second to procure the admission of Communist China to the United Nations. Whether the United States' representative was wise in so tenaciously resisting any idea of permitting the Pekin Government to enter the arena is arguable. But there can be no doubt Mr. Khrushchev was very sore over this sequence of rebuffs. Yet he did not flounce out, taking his array of Communist satraps with him; and he had to sit listening to—even if he was unable to contain his indignation at—some very well-reasoned and very pointed criticism of his policies and purposes.

He had to hear, for example, young King Hussein of Jordan say, "The Soviet Union is trying to destroy the United Nations . . . The Arab peoples will never bow to Communism. There can be no neutrality in the struggle. In taking our stand with the free world, we do not forget the long struggle for liberation, but in the setting sun of the old imperialism we are not blinded to the threat of the new imperialism of Communism."

Incidentally, I doubt whether these forthright and courageous words made agreeable hearing for President Nasser, who cut a far less dashing figure in the whole circus parade than might perhaps have been expected. Was he perhaps made to realize that the Assembly is not just a show-ring for autocrats and political exhibitionists, but that it is an expression—imperfect and fumbling no doubt, but very real—of a deep-seated impulse towards democracy on a world-wide scale.

So far as Mr. Khrushchev is concerned, I see no reason for abandoning the thesis which I advanced before he went to New York: that, behind all the fumings, the fulminations, the abuse and the desk-thumping, he wants to preserve co-existence, on *his* terms and not on the West's, and that he is deeply worried about the challenge of Communist China. How far, in private, he was able to put his proposition to either the neutralist leaders, like Mr. Nehru, or to Western statesmen, like Mr. Macmillan and Mr. Menzies, there is at present little means of assessing. Yet if he did it rationally and sensibly, he would on this subject not be talking to unwilling listeners.

Mr. Macmillan's triumph—and this is not, in my view, too big a word to use—was in the sharpest contrast with Mr. Khrushchev's failure. He showed the real calibre of his statesmanship. His speech in the General Assembly was far more than a mere *tour de force*. The occasion was, I believe, the greatest possible challenge which the Prime Minister has yet encountered. In his integrity, his wisdom and his courage he proved himself fully worthy of the chance which was implict in the challenge.

He was extremely careful (and so were the official spokesmen who commented on his speech and his other activities in New York) to dissipate any impression that he was acting in any way as a neutral broker, and to make it quite clear that Britain is on the Western side as much as she always has been. Why then did he go to New York? He wanted, I believe, to sound the feeling of the Eastern bloc on future East-West negotiations, whether at the Summit or on a less exalted level; he wanted to add his own weight to the effort to prevent the new members of the Assembly from being swept off their feet by Communist propaganda; he wanted to speak both for and with the Commonwealth and for and with Western Europe; and finally he wanted to discourage the tendency of both big blocs to tug—by economic or political means—the uncommitted nations to one side or the other.

In all these objectives he was successful to a remarkable degree. He has been able to create and to sustain an image of himself and of the country he represents as tolerant, trustworthy, civilised and courageous. It is not a false image. It is not—of course—the whole truth about Britain to-day; and I should be dreadfully smug if I were to pretend that it was. But it is a considerable part of the truth; it is what we are when we are at our best, in face of the strange and complex menace of the world situation nowadays, and in face of the moral and political dilemma with which it confronts us. A cool and sensible voice in all the vulgar clamour has its own advantages, after all.

Mr. Dag Hammarskjold strides into the headquarters of the Soviet delegation to the United Nations in Park Avenue, New York. He had been invited to attend a reception given by Mr. Khrushchev. The U.N. Secretary-General stayed for only twenty minutes at the Russian residence. During the sessions of the U.N. Assembly, he has been the main target of attack by the Soviet Prime Minister. Up to the middle of last week Mr. Hammarskjold had twice replied to Mr. Khrushchev's onslaughts and, in the opinion of most delegates, had earned for himself the undoubted title of the foremost international citizen, and servant, with a world outlook. Born in Sweden in 1905, he was trained as a lawyer. From 1946 he served in the Swedish Foreign Service. Mr. Hammarskjold was appointed U.N. Secretary-General in 1953

THE WORLD'S FIRST CITIZEN

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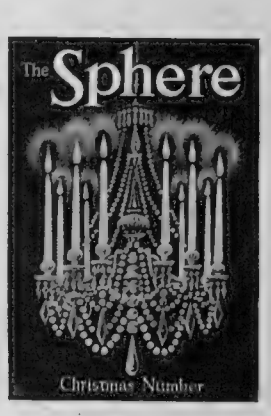
Judges walk in procession to the House of Lords from Westminster Abbey, where last week the customary service was held to mark the start of the Michaelmas Law Term

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

THE ART OF ORATORY. Oratory (as practised by Demosthenes, Cicero, Burke, Gladstone and who-not in former days) was designed to sway opinions *in assemblies* with arguments and counter-arguments presented in debate, and that great art attained a very high level of oratorical and sometimes dramatic skill. No one likes to think that nowadays the Parliament of the Nations and the hopes of peace must be conducted and fostered by exchanges of gross insults and *tu quoques*, or even by orations fixed long in advance and susceptible of no modifications from arguments presented in debate. In that regard, one comment is perhaps worth making. The candidates for the U.S. presidency seem to me to stand head and shoulders above the statesmen of other western nations in the matter of oratory. They know their stuff and speak it fluently without recourse to scripts. How rare that is nowadays! Most ministers have given up trying to memorise even ten lines of composition. But Mr. Macmillan in his great speech before the Assembly must be excepted. Naturally he had to weigh every word and sentence of his prepared script, and his delivery and poise were as unexceptionable as his arguments. His combination of frankness and conciliation, calmness, quietness, humour and forceful argument, his convincing statistics and complete grip on the phases of recent history, East and West, must have had an effect on the loose ideas of some of the newer members of the World's Parliament. It is at least certain that an overwhelming majority of the nations represented, small or large, and perhaps bond or free, want one thing—even above their own freedom and particular aspirations—an end to fear and everlasting suspicion and threat. All such nations must have accepted Mr. Macmillan's arguments as unanswerable and approved his plea and plans for new efforts to end the nightmare which bedevils progress for all humanity. Many of them among the newcomers may have come to the Assembly with the prime object of putting their own particular cases forcibly, but all must have that day realised that no advance is possible for any individual cause until the nightmare has vanished.

WORDS AND NODS ARE NOT ENOUGH. Between 1937 to 1945, it was loosely said that one man, ruthless, brutal, unseated of reason, could stand against the whole world and turn it upside down. Humanity may well have asked again if once more history must be repeated, and the hopes of uncounted millions be dashed by the brutalities of a single dictator, and whether some form of paranoia is the essential component of a world dictator and saboteur. If Mr. Khrushchev is still capable of reasoning, he must have felt that the vast majority of the Assembly was against him that day and saw him as another Hitler. I think that Mr. Macmillan's oratory that day did indeed "sway" an Assembly. But, as he himself said, "Words are not enough." And words which persuade are not enough unless and until mental convictions are translated into actions and a majority approval is translated into united and active measures. And, there, history recalls, that fear of one man can hold the reluctant support of his bitterest critics, can atrophy right judgment, and embroil them in his crimes against humanity. Yet even his most ardent supporters and most slavish satellites among the nations

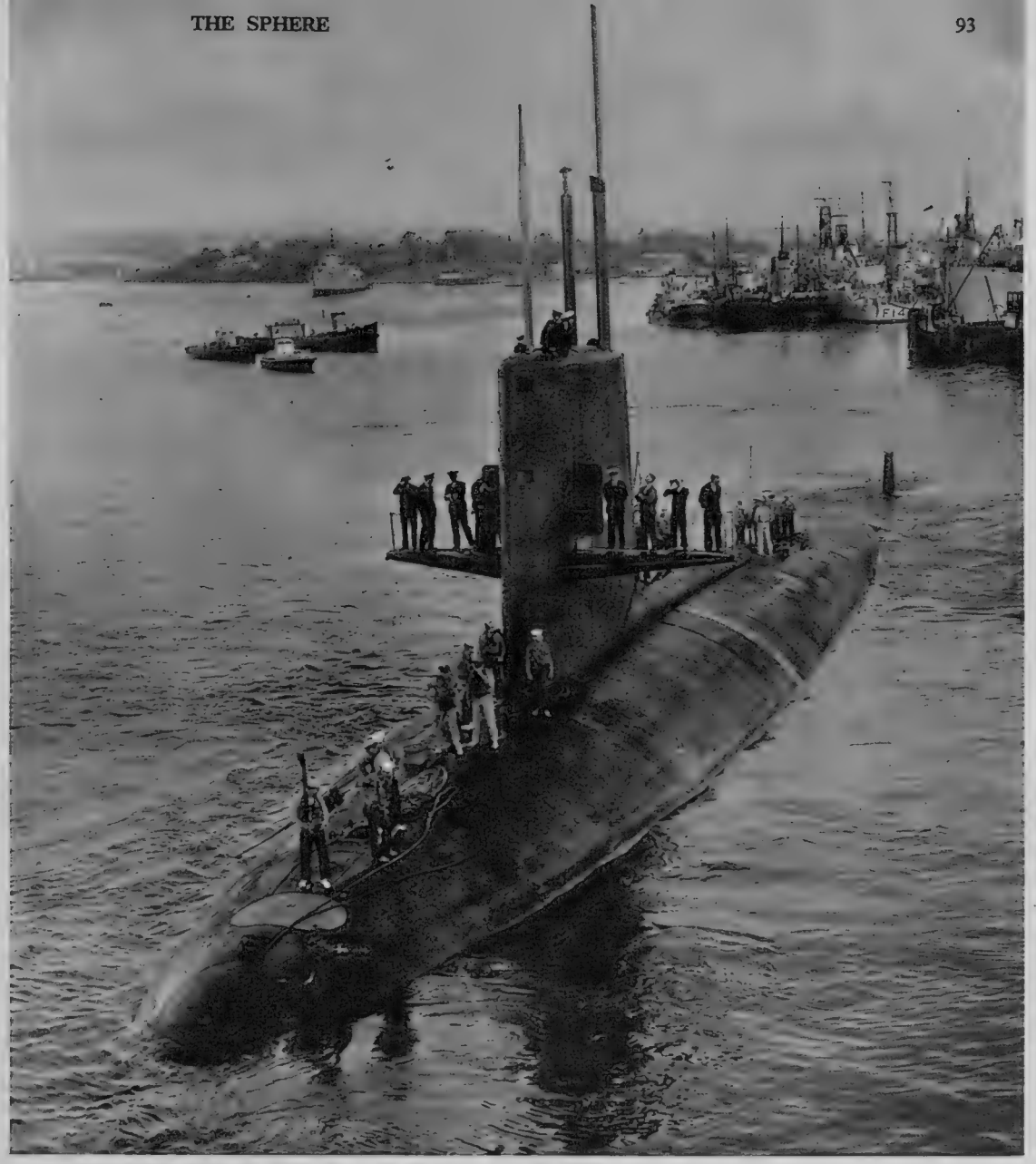


The cover design for this year's Christmas number, to be published on November 11, is by Lucien Lowen. Colour pages include Pauline Baynes' interpretation of the Nativity; William McLaren's illustrations of Royal Christmases since the days of the Normans; Geoffrey Fletcher's Victorian party scene and his water-colours of the sites to-day of old London ballads; Victor Coverley-Price's Roses Old and New; and many other pages, including *Trompe L'Oeils* and Dutch still-lifes. In black and white are further illustrated pages; a short story and articles including Rear-Admiral Nicholl's historical survey and personal reminiscences of Christmas Day in the Royal Navy.

It is not too early to place your order now if you are to make sure of catching the overseas mails. Orders should be placed with any branch of W. H. Smith, Wymans, John Menzies, or newsagents anywhere. The price of "The Sphere" Christmas number is 5s., including postage.

The Lord Chancellor, Viscount Kilmuir

The Lord Chief Justice, Lord Parker



The United States nuclear submarine *Scorpion* enters Portsmouth Harbour. She arrived on a visit to Britain last week

must wish that their champion and master could make his points and protests with less clownishness and crude brutality, since their avowed aim is to qualify in civilised behaviour.

"ASKED LITTLE PETERKIN?" Sylvia Pankhurst is dead at the age of seventy-nine. She, her mother and her sister, Christabel, were the spearhead of the violent movement which secured votes for women and much else which, if they had had just a little more patience and just a little prescience, must have been won by the Great War just round the corner. They were often frail, delicate and pretty, these modern Amazons who clashed with the unhappy policemen, sabotaged public institutions, starved and suffered humiliation in prison and even died for the cause. Out of weakness they were made strong. Sylvia, her mother and sister, and Lady Constance Lytton were in particular physically delicate instruments for moving mountains. But spiritually they were giants. They proved that women were tough, tougher than men. Their grandmothers, if not their grandfathers, knew that long before their time. All the same, they would have got all they asked for (and much more) if they had held their hand for five years more. The best proof of the female pudding was in the eating between 1914 and 1918. As it was, the suffragettes helped to popularise the idea that "wild-cat striking" works more quickly than constitutional methods to attain results. "And what good came of it at last, said little Peterkin." Ah, that I cannot say, here and now; for old age asks for peace and quiet. And, beyond that, what good lies in assessing the merits or demerits of the inevitable? We must all live with the inevitable in peaceful co-existence, as best we may. Certain it is that the women who most benefited by the enfranchisement won for them by the Pankhursts were a very different type. These ladies, fair and frail and courageous, gave a little push to evolution which Clio will not forget. Sylvia Pankhurst's restless spirit for ever required a cause, hopeful or hopeless, to fight for. She embraced in turn Socialism, the Russian revolution, and Communism, which rejected her, and she gave the last years of her life to Abyssinia. A bonny fighter, this lifelong pacifist!

ANCIENT MONUMENT THREATENED. The Larkhill School of Artillery is to be rebuilt at a cost of £1,250,000 and Lord Alanbrooke has recently laid the first stone. The "first stone" is apt. The shack-town of 1914-18 was composed almost entirely of rusty tin, with some brickwork for a mess and a church. The last gunners who used it and indeed their predecessors may well have compared it among ancient monuments with its neighbour, Stonehenge. I can speak with knowledge of some of its "married quarters." Despite the Canadian stove thrusting its rusty pipes through the tin, there were days as well as nights when the ink froze in the ink-pot, and on all too many days the view from the bedroom windows surpassed in dreariness and sheer squalor the worst that England can show in scrap-dumps and slums. "Larkhill" was an odd name for this establishment. Its architecture and layouts were copied all along our southern coastline just after the First World War for purposes of recreation, not instruction. Those gunners learned their jobs in a hard school with their conventional guns and "innocent" shells and showed in 1940 that they had profited from their instruction. In two years' time the new school of gunners will be getting technical instruction in the use of nuclear weapons, "the Corporal," "Honest John" and the "Bluewater" surface-to-surface missile still in the development stage. Larkhill will try such weapons out and the students, I hope, will enjoy more comfortable leisure and less dreary prospects than did those they will succeed. "Officers wives have puddings and pies" did not apply to old Larkhill. It was skilly for all concerned.

BOTTLENECKS STILL. The holidays are over but Lyme Regis High Street and Colyford "low level" are bottlenecks still. For ever? It surprised me to find Lyme's steep hill still reduced to a third of its width by cars parked (despite warning notices) on both sides and sometimes three deep across it, and I trembled as I slowly progressed up behind a loaded motor-bus trying to thread its way through the close-packed moving and stationary cars, with many pants and stalls and jerks. I was thinking of Lyme's recent tragic accident and wondered if it would be repeated backwards. The road is being widened and straightened as it approaches the next westward bottleneck. Colyford is the first "stopping place" where Dorset yields to Devon, and there the road to Sidmouth becomes for certain impassable whenever 1½ ins. of rain falls in 24 hours, as not seldom it does. The small or low car cannot wade through the cross floods. Will that 150-yard stretch of the road at Colyford *ever* be raised on stilts to justify the expense of widening the approaches to it? I do not know. Lyme Regis and Colyford keep their secrets and their traditions and ancient habits. Flooding in Devon and Cornwall are annual hazards and, since time ran, their rivers have defied the efforts of man's control. This appalling early autumn must either convince these counties that such efforts are futile or spur them on to redouble their attempts. Even comparatively dry counties further east, where the average rainfall is about 32 ins., had exceeded their year's total by the end of September, with three wet months to come!

THE OLD STAGER

JAPAN: *Bad Boys*, directed by Susumi Hani, is a study in juvenile delinquency

MEXICO: In Bunuel's *The Young One* are Zachary Scott and Bernie Hamilton, as the young negro threatened with lynching

RUSSIA: The opening scene of Pyriev's *White Nights*, a version of Dostoevsky's story, set in St. Petersburg and starring Ludmila St. Marchenko (centre) and Oleg Strizhenov (right)

ENTERTAINMENT

LONDON FILM FESTIVAL

Being held at the National Film Theatre from October 20 to November 6, the fourth London Film Festival offers a chance to see some of the most outstanding films from all over the world. These are selected from the year's international film festivals, and the season in London, organised by the British Film Institute in association with the L.C.C. could be called a clearing-house festival. Avoiding most of the stodgy fare inevitably associated with such events, the organisers are providing a series of films, garnished with honours, for the delectation of the general public. A number of the pictures chosen will be seen later on circuits in Britain, at least if the past festivals are any criterion.

It is worth noting that a major trend in the cinema to-day is towards youth: in fact, it is so widespread that it almost amounts to a revolution. This accent is two-fold, the themes, and the directors and performers. Perhaps the best known in this movement is France's *nouvelle vague*, a somewhat disparate collection of young directors whose work has overtones of satiric humour and cynical despair. They are represented this year by Truffaut's comedy *Tirez sur le pianiste* and Chabrol's *Les Bonnes Femmes*. Close in feeling and experimentation has been the resurgence of Italy's realistic school, with Visconti's *Rocco and his brothers*, a study of violence in urban life about a Sicilian family emigrating to Milan; *Notte Brava*, about night life in Rome; and *L'Avventura*, a long, literate study of the delusions of love. The emphasis on violence and youth is also seen in the entries from Spain, Argentina, Japan and Czechoslovakia. This list leaves out a number of films, including a wide variety of entries from Eastern Europe. Finally, the chief American entry this year also reflects the pre-occupation with a fresh cinematic style. It is Irving Lerner's *Studs Lonigan*, adapted from James Farrell's trilogy about adolescence on Chicago's South Side in the 1920's.

GREECE: A fire brigade on the move in a scene from Cacoyannis's latest film *Our Last Spring*, a study of adolescence made with a non-professional c

ITALY: Gabriele Ferzetti and Lea Massari in *L'Avventura*, directed by Michelangelo Antonioni

ARGENTINA: Arturo Garcia Buhr as the political boss in Torre Nilsson's *Fin de Fiesta*

SPAIN: *Los Golfos*, directed by Carlos Saura, is the story of a group of delinquents in Madrid who steal and fight to enable one of them to become a bullfighter

POLAND: Directed by Andrzej Munk, *Bad Luck* stars Bogumil Kobiela (right) in a ruthless comedy of a man dreaming of becoming a hero. In this sequence he is a private detective

THE VOICE OF THE COMMO

GREAT BRITAIN

Figures recently published in London show that an increasing number of people from the Commonwealth are coming to Britain for their holidays. Out of 1,390,000 visitors from overseas last year, 306,666 were from Commonwealth countries. Canada provided the majority of them and other large contingents came from Australia, New Zealand and South Africa. Also, more people from Britain travelled to other Commonwealth countries for visits. The reason for this increase in inter-Commonwealth tourism is the rapid expansion of air travel. Commonwealth air networks are now closely linked.

His Excellency Tunku Ya'acob, the High Commissioner for Malaya, was due to open an exhibition of paintings by the Malayan artist Chia Yu Chian at Malaya House in London on October 7. Mr. Chia, who is aged twenty-four, was born in Kota Tinggi, Johore, and was educated at the Chinese High School in Singapore. His work was first exhibited in Malaya and Singapore in 1956. Last year he became the first artist in Malaya to gain a French Government Scholarship at the Ecole Nationale Superieure des Beaux-Arts in Paris. His paintings have been seen in several exhibitions in the French capital, where he has also held a one-man show. In his art Mr. Chia sets out to interpret the Malayan scene and the Malayan way of life in a style which has been described by French critics as " dynamic, colourful and refreshingly new." His exhibition in London is open on weekdays from 10.15 a.m. to 5 p.m. (Saturdays 10 a.m. to 12.30 p.m.) until October 21.

AUSTRALIA

With a total production of more than 34,000,000 gallons a year and exports rising to almost 2,000,000 gallons, the Australian wine industry to-day takes a significant place in the nation's economy.

In the United Kingdom Australian wines have been commending attention in two particular ways. One is the recent opening of the Australian Wine Centre at 25, Frith Street, Soho, and the other was the celebration on October 5 of the centenary of the planting of the first vine on the Chateau Tahbilk estate in the Goulburn Valley, one of Victoria's most fertile areas. The two events were linked on Wednesday of last week by the High Commissioner for Australia, Sir Eric Harrison, when he proposed the toast of the Chateau Tahbilk vineyards and their London agents, John E. Fells and Sons Ltd., at a luncheon to mark the centenary, at the company's cellars.

Sir Eric Harrison said that Australian table wine production had increased in 1959 from 2,000,000 gallons to 5,500,000 gallons. With increasing export to the United Kingdom the new Wine Centre—a "delightful place" designed for the express purpose of assisting and not competing with the importers—would help to express the prestige that, he felt, Australian wines now deserved. Wine growing in Australia went back as far as 1791, in which year, the wife of Captain John Macarthur had written a letter home in which she eulogised the quality of the grapes her husband had planted.

The origin of this eulogy dates to three years earlier, to 1788, when Captain (later Governor) Phillip took his little fleet through Sydney Heads. Included in the cargo of these small ships were some vine cuttings. From these cuttings there has developed a wine industry the overall capital value of which is estimated to be £17,500,000 sterling.

John Macarthur, responsible for the introduction of Merino sheep to Australia, added viticulture to his list of credits. Having been banned from the Colony after clashing with Captain Bligh, he spent some time in Europe studying wine production. This he turned to good effect when, in 1817, he returned to Australia. Seven years later James Busby, a school teacher, arrived in the Colony. He was given charge of an orphans' school which had a vineyard. Here he taught the pupils viticulture. This inspired him with the prospects that might lie ahead for the wine industry in this new country. He returned to England in 1830, studied ardently in the wine districts of Europe, meanwhile sending back to New South Wales 20,000 vine cuttings for which the Government wisely and gladly paid. Busby later went back to New South Wales to gain distinction as the man who was to establish wine production on a sound economic basis.

Thereafter the expansion of vineyards in New South Wales, Victoria, and South Australia was rapid. Queensland and Western Australia followed. Overseas recognition of the quality of Australian wines is by no means recent. In 1873 the English publication *The Hour* in a review of the wine exhibits at the Vienna Exhibition of that year, made this comment: " Perhaps the greatest triumph at Vienna was the success of the youngest wine-producing country, Australia. . . . So excellent were the samples. . . . that the French experts were stricken with astonishment, insisting that it was fine French wine that had been matured by a voyage to Australia and back again to Europe . . ."

NEW ZEALAND

New Zealanders will, towards the end of November, elect a new Parliament, the thirty-third in a little more than 100 years of responsible Government. The first Ministry assumed office in 1856 and for a time elections were quinquennial, but this was changed to three-yearly intervals. Elections have taken place, with a few exceptions, every three years since 1881. This year's election will occur at the normal period.

The thirty-two Parliaments have provided forty-four Ministries. The Labour Government in office at present was elected at the last election, in 1957, by a two-seat majority, and after appointing the Speaker from its members was left with a voting majority of one. Labour first gained power in New Zealand in 1935 and remained in office until 1949. From that date until 1957 the National Party won three elections. All recent elections have been fought principally between the Labour and National Parties; no candidate from any other party has gained a place in the New Zealand Parliament for a good many years. This does not deter others from standing—for the last election thirteen different affiliations were recorded. A third major organisation, Social Credit, has for the last two elections, with Labour and National, contested all seats, but has not won a place in Parliament.

The country is divided into 80 constituencies, 76 of which elect European members and four Maori members. The boundaries of the European electorates are established by equal division of the adult European population and are determined by periodic censuses, which normally take place every five years. For the last election the average number of voters in each of the European electorates was about 16,200. The four Maori electorates cover the whole of New Zealand, Their boundaries are determined by tribal and topographical considerations, and are fixed by proclamation. Three electorates are in the North Island and one covers a portion of the North Island and the whole of the South Island, where the Maori population is small. At the last election the average number of voters in each of the Maori electorates was about 10,500, and Southern Maori, with 8,101 electors enrolled, was the smallest electorate in New Zealand.

Registration as an elector is compulsory. European electors must be British subjects over twenty-one who have lived twelve months or more in New Zealand and for at least three months in their electorate. Mental defectives and public offenders are excluded. Persons of less than half Maori blood vote as Europeans. The same conditions govern eligibility for candidature. All candidates must deposit £10 and forfeit this amount if they poll less than a quarter of the votes polled by the successful candidate. New Zealand women were the first in the world to receive Parliamentary franchise, in 1893. Provision was made, in 1919, for women to become Members of Parliament. However, the

Yoruba epa mask and a figure of Northern Ekiti style (right). They are among the 300 exhibits in the Exhibition of Nigerian Tribal Art, at the Arts Council Gallery in London until November 5. Exhibits are loaned from European Museums and Nigeria

WEALTH

Commonwealth Art Exhibitions in London: increase in Australian wine production; New Zealand's electoral system; anti-Communist operations in Malaya

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

first woman did not take her seat until 1933. Eight have been elected up to the present. Two have been Cabinet Ministers and one a Maori. As in Britain, seats are won on straight majorities and the number of seats won, not the total number of party votes cast, determines which party will form the new Government.

More than 88 per cent. of the electorate usually votes at a General Election. Absence from home is no bar to the New Zealand elector recording his vote. For this year's election, enrolment and polling agencies have been set up in twenty-three New Zealand posts in twelve overseas countries. The New Zealand serviceman in Malaya or scientist in the Antarctic is each assured of the best attention of New Zealand's Chief Electoral Officer and his deputies, of whom the Registrars and Returning Officers are all public servants, principally members of the Electoral Department. As well as voting for Members of Parliament at a General Election, New Zealanders vote on licensing issues. For a long time National Continuance, as opposed to State Purchase and Control and National Prohibition, has been clearly favoured.

MALAYA

In a statement issued last month the Malaya-Thai Border War Executive Committee announced that joint operations by Malayan and Thai border security forces have resulted in reducing the overall Communist terrorist strength in the whole of the border area to approximately 600. Although the number of Communist terrorists eliminated since the start of the latest series of joint border operations has not been large, these operations have had the effect of keeping the terrorists constantly on the move, denying them the opportunity of maintaining contact with their supply areas and robbing them of the initiative in the battle in the border region. Large quantities of food and supplies have been recovered and the terrorists are being given little opportunity to make good their losses.

The reduction in size of the Communist terrorist organisation has made it increasingly difficult to discover the location of the larger Communist terrorist units. Joint border operations have been largely a series of meticulous actions in vast jungle areas, demanding great stamina and perseverance from the troops involved. Communist terrorists in groups ranging from two to twenty have been contacted on twenty-one occasions since the intensification of border operations. Security forces scored five "kills" in the course of these.

Six major Communist terrorist camps were found which had been recently evacuated. On three occasions, occupied camps were attacked. One terrorist was captured and twelve surrendered. On August 14, joint border security forces achieved a major success when they discovered and subsequently destroyed a well-fortified terrorist camp with accommodation for approximately 250 to 300 men.

The camp located in the Sadao area was empty when it was discovered, having been evacuated a few hours previously. It was found by a patrol led by a Thai Police Officer during one of the joint Thai-Malayan border operations. (It had probably been occupied by terrorists from the so-called 8th Regiment which in the past operated in the whole of Kedah.)

Greater collaboration between Thai and Malayan security forces began in the middle of 1959 when the Thai Government decided to increase their efforts in assisting the Federation of Malaya in anti-terrorist operations astride the border region. Since the beginning of 1960, the full weight of this assistance from the Thai Government has been felt by the Communist terrorist organisation. Closely integrated Thai-Malayan Police Forces, supported by Federation and Commonwealth Army Units as well as the Army Air Corps, have mounted a series of actions against the Terrorists along the border.

The Thai contribution consists of over a thousand men, mainly from the Border Patrol Police, some whom are trained parachutists. The Thai effort is not limited to men. Their enthusiasm and determination to come to grips with the enemy has resulted in mutual understanding, fellowship and co-operation among members of the joint border security forces. The Thai-Malayan Border Operations Committee is maintaining constant pressure on the Communist terrorists in the border region, aimed at disrupting their supplies and communications and their eventual destruction.

A party of British industrialists leaves London Airport for Western Australia. From right to left, starting at the bottom, are: Mr. J. O. Knowles, director of Metal Industries Ltd., London, who leads the party; Mr. John Glen, works director, Edward Macbean and Co. Ltd., Glasgow; Mr. J. R. Sharp, joint governing director, Lansing Bagnall Ltd., Basingstoke; Mr. D. J. W. Boag, managing director, Rockweld Ltd., Croydon; Mr. M. H. M. Arnold, director, Bowmans Chemicals Ltd., Widnes; Mr. M. J. Noone, director, Whessoe Ltd., Darlington; Mr. R. T. Doncaster, managing director, Daniel Doncaster and Sons Ltd., Sheffield; Mr. A. J. M. Price, managing director, Arthur Price and Co. Ltd., Birmingham, and Mr. F. L. Turnbull, general manager and director, Armstrong Whitworth (Metal Industries) Ltd., Gateshead. They were flying on a ten-day visit at the invitation of Western Australia's Minister for Industrial Development, Mr. C. W. Court, to investigate the State's industrial capacity

The Central Lobby in Uganda's new Parliament buildings in Kampala. The door leads to the Council Chamber and in the sandstone surrounding it is a piece of carved stonework from the Palace of Westminster. The elaborate wooden screen, which measures 40 ft. in width and is 30 ft. high, depicts the principal geographical features and the trees, plants and animals of Uganda. It was designed by Mr. Joseph Mayo, who spent a month in the Protectorate collecting information, making drawings and taking photographs. The carving was executed largely by woodworking machines

Mr. Richard Nixon is showered with confetti as he drives through Louisville, Kentucky, during his campaign as Republican candidate for the U.S. Presidency

RIVALS FOR PRESIDENT

Polling day in the U.S. Presidential election is on November 8. With less than a month to go both candidates are entering on the final stages of their campaigns. By air, rail and road, Mr. Nixon, the Republican, and Mr. Kennedy, the Democrat, are engaged on the most extensive vote-seeking journeys in American history. They are also meeting each other in a series of debates being televised over the nation's networks. The rivals have two points in common: each served in the Navy during the war and entered the House of Representatives in the same year, 1947. For the most part their backgrounds are dissimilar. Mr. Nixon, aged forty-seven is a grocer's son from Whittier, California. He worked his way through Duke University Law School in Durham, North Carolina. After three years in the Representatives he moved to the Senate in 1950. In 1952 he was elected Vice-President to Mr. Eisenhower. Mr. Kennedy comes of a wealthy Boston family. He went to the London School of Economics at the age of eighteen and then proceeded to Harvard University. His father was U.S. Ambassador in London at the outbreak of the war. When Mr. Kennedy stood for the Senate in 1952, he defeated Mr. Henry Cabot Lodge who is now the Republican candidate for Vice-President.

Mr. Jack Kennedy waves from his train during a whistle-stop tour in California

The Democratic candidate visits a stockyard in Fort Dodge, Iowa

In the village square at Patan a Buddhist temple is in the centre, with Hindu temples in the foreground and the background

KINGDOM OF THE HIMALAYA

Next week the King of Nepal pays a state visit to London. His country is described, with pictures, by MACKINTOSH DOUGLAS

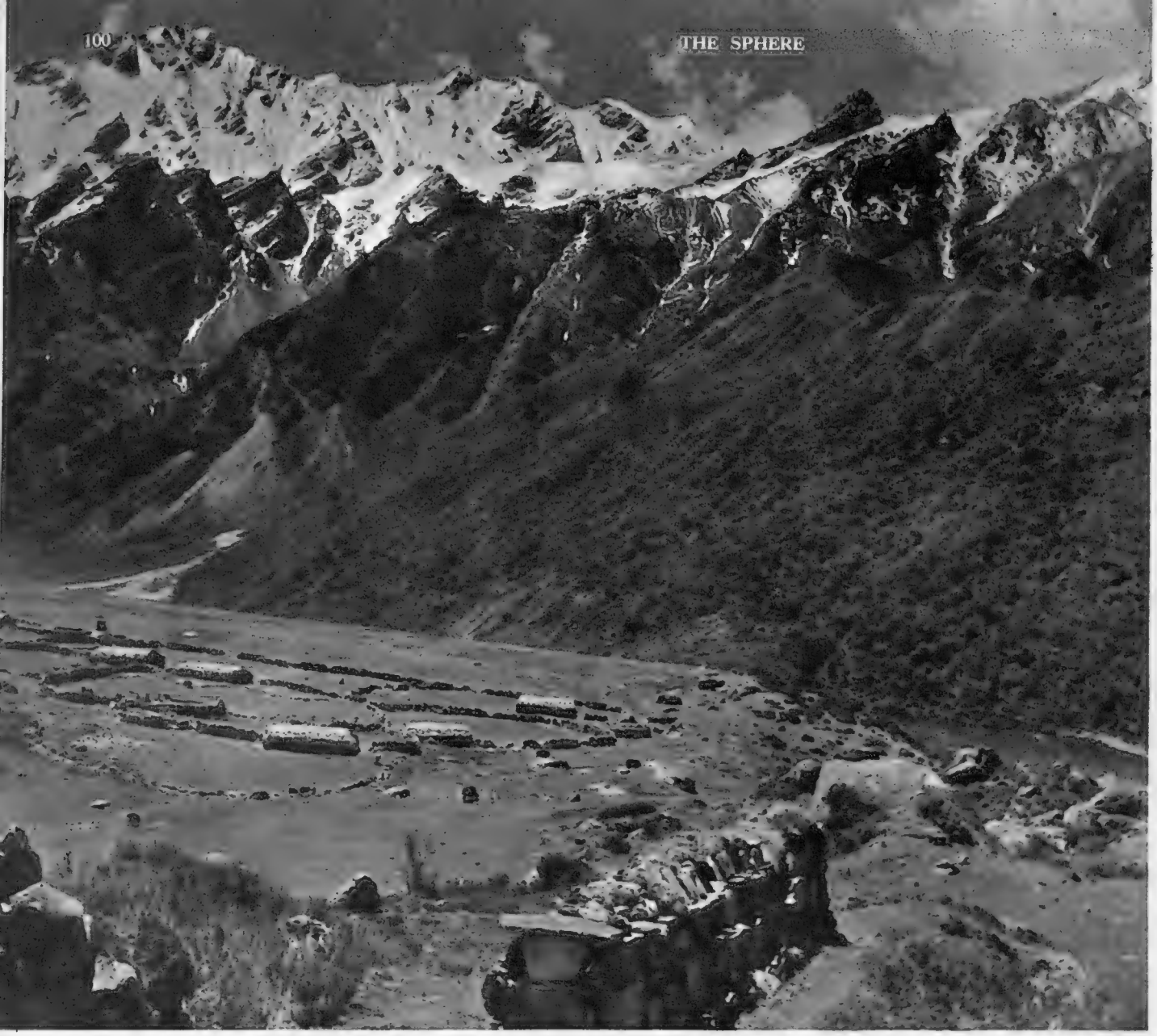
The first thoughts which come to mind about Nepal are probably Mount Everest and the Gurkhas. Recently the country has been in the news because of its Everest frontier dispute with China. Regarding the Gurkhas, it has often been said that for generations these fearless and faithful soldiers have been the chief Nepalese export. There is still something of an air of mystery about the buffer state between India and Tibet, stretching in the shape of a sausage for about 500 miles in length and 100 miles wide.

The southern belt, the Terai, is damp, steaming jungle, almost uninhabited by humans and abounding with tigers, elephants, reptiles and mosquitoes. The central belt of valleys and hills, becoming higher and steeper as the traveller journeys on, is where the majority of the 9,000,000 inhabitants have their dwellings. In the north are the Himalaya.

To reach Katmandu from India one can go either by air or along the new road, opened in 1957. Until that date the land journey took several days over rough rocky tracks. Motor vehicles for Katmandu had to be carried there by porters. My first view of Nepal was from the air. We flew above twisting gorges, with the wings of the aircraft seeming almost to scrape the heights on each side. Below were the roofs of small houses, generally of stone plastered with mud, which were surrounded by terraced fields. As we came down along the Katmandu Valley to reach our destination, mountains surrounded us and it seemed as though we were being locked in. Many of the roads in the capital are cobbled. One bumps along them in a taxi or jeep past red brick houses with gabled roofs. Around the city are grain fields and in the distance the mountains, often veiled in haze.

Nepal has had a long history. Two thousand years ago it had its own form of civilisation, including a remarkable irrigation system. For centuries the country was divided between numerous kingdoms and tribes, usually at war with each other. In the mid eighteenth century the people were united under one ruler. A hundred years later Jung Bahadur seized power as Prime Minister and established the infamous Rana rule of a family of hereditary Prime Ministers wielding the real power. The monarchs became puppet figureheads. The state was almost completely shut off from the outside world. Nepal was in treaty relations with Britain—there was a British Agent in Katmandu responsible for external relations, and the recruitment of Gurkhas for the Indian Army was permitted. When India became independent in 1947 the Delhi Government inherited these treaty rights.

(*Continued on following page*)



A village in a Himalayan valley. Foreground is a " mani " wall which must always be passed on the left side for religious reasons

HIMALAYA KINGDOM

(*Continued*)

Pilgrims on their way to Katmandu

However, in 1950 a great change came to the country. A revolution against the Ranas sent many members of the families hurrying into exile. Those who remained were stripped of their power. King Tribhuwan proclaimed a constitutional monarchy. His son, the present ruler, King Mahendra, who succeeded to the throne in 1955, promulgated a new constitution last year. In the ensuing elections for Parliament the Nepal Congress gained an overwhelming majority. Mr. Koirala, the leader of the party, became Prime Minister.

Almost overnight the kingdom has been converted from an oligarchic despotism to a democracy. Much is being done to develop the country's resources. Trade is being expanded and new schools and roads are being built. But there is still a great deal of the traditional in the people's way of life.

In Katmandu religion is paramount. Day and night bells ring from countless temples. South of the capital, the faith is chiefly Hinduism, reflecting the influence of India. To the north Buddhists respect the Hindu Gods. Periodically the images of Gods are carried through the streets in processions. The dates for important occasions are dictated by astrologers.

Besides the importance of religion to the people, the visitor will also be impressed by the contrast in living standards between the wealthy and the poor. Few windows are to be seen in houses, for the Ranas, during their rule, forbade windows in buildings facing their palaces. These huge white buildings survive, many of them surrounded by their own fort-like compounds. The home of the last Rana Prime Minister is now a government building. Other former Rana palaces house embassies or schools.

The economy of Nepal is essentially rural. Grain and seed oil are exported to India. Most of the Nepalese are expert craftsmen. They weave cloth, cut intricate wood carvings to adorn temples, and work with equal skill in bronze, brass, gold, stone or ivory. Nepal is geographically still remote. But politically it is developing along democratic lines. Mr. Nehru has declared that an attack on any of the border states to the north of India must be regarded as an attack upon India. The coming visit of the Nepalese King to London is a reminder that such an attack might also be regarded as one upon Britain.

" The eyes of Katmandu "—the tw bo

Looking from Tibet over the frontier ge

The new road linking Katmandu and India rises at times to heights of over 8,000 ft.

ove the Nepalese capital

ge into Nepal

A street in the capital. In background is the tower of the sacred chariot paraded at the start of the monsoon season

The village of Patibangjung. Here, as elsewhere in Nepal, the land is cultivated in terraces to obtain maximum crops

BRIAN VESEY-FITZGERALD

LESS AND LESS COUNTRYSIDE

I do not pretend to keep pace with progress. nor do I pretend to be up to date in this matter, but the last I heard of it less than half of our 3,000 miles of coastline remained free from development of some sort. And if there is one certain bet in this uncertain world, it is that there is now even less than that and that there will soon be less still. For the fact is that there is a boom in seaside property, and the estate developers—estate developer is the modern euphemism for " speculator "—are quartering the ground like hawks.

You can get a good idea of what may happen when the speculator moves in by looking at certain parts of the South coast. Most of this was developed some time ago. Nothing like that, you may say, could possibly happen now. Don't you believe it. The other day I saw an advertisement offering wooden chalets for sale at £750 each (exclusive of site) and apparently you can buy these chalets on pretty well any coast you fancy. I have never, so far as I know, seen one of these chalets. I am sure that they are delightful to look at and well-planned inside. But what are they going to look like in a few years' time? A wooden chalet does not sound the most permanent of buildings.

I suppose that I ought to be worried, that we all ought to be worried, about this sort of thing; about the speculator's conquest of our coastline (and not only the coastline), about the insistent spread of subtopia. As a matter of fact, it does not worry me at all. It did once: but subtopia has now spread all around me, and I find that I no longer notice it. I have nothing against the speculative builder. No doubt, it would be better if he did not produce miles of little bungalows, each exactly alike, as is happening on the coast of Thanet and over much of Surrey and Sussex; no doubt, it would be better if an architect was employed for each individual building. But, the fact of the matter is that people have got to live somewhere and that the vast majority of them do not mind if their house is architect-designed or not. They do not mind in the least if it is exactly like every other house for miles around: what they want is a home. The speculative builder is meeting a great need—and so, for that matter, are the caravan sites. We may not, living in some nice architect-designed house on the coast, approve of speculative developments. What is much more important is that people live happily in them and produce children in them: and do so in much healthier conditions than in the back streets of some smoke-ridden town.

In any case, the speculative builder will never swallow up the whole of our coastline, and there are large areas of the countryside (National Parks, Nature Reserves, Areas of Outstanding Beauty and so on) which should be beyond his reach for ever. What should worry us all, what is much more wholesale and dangerous, is what may be called departmental development.

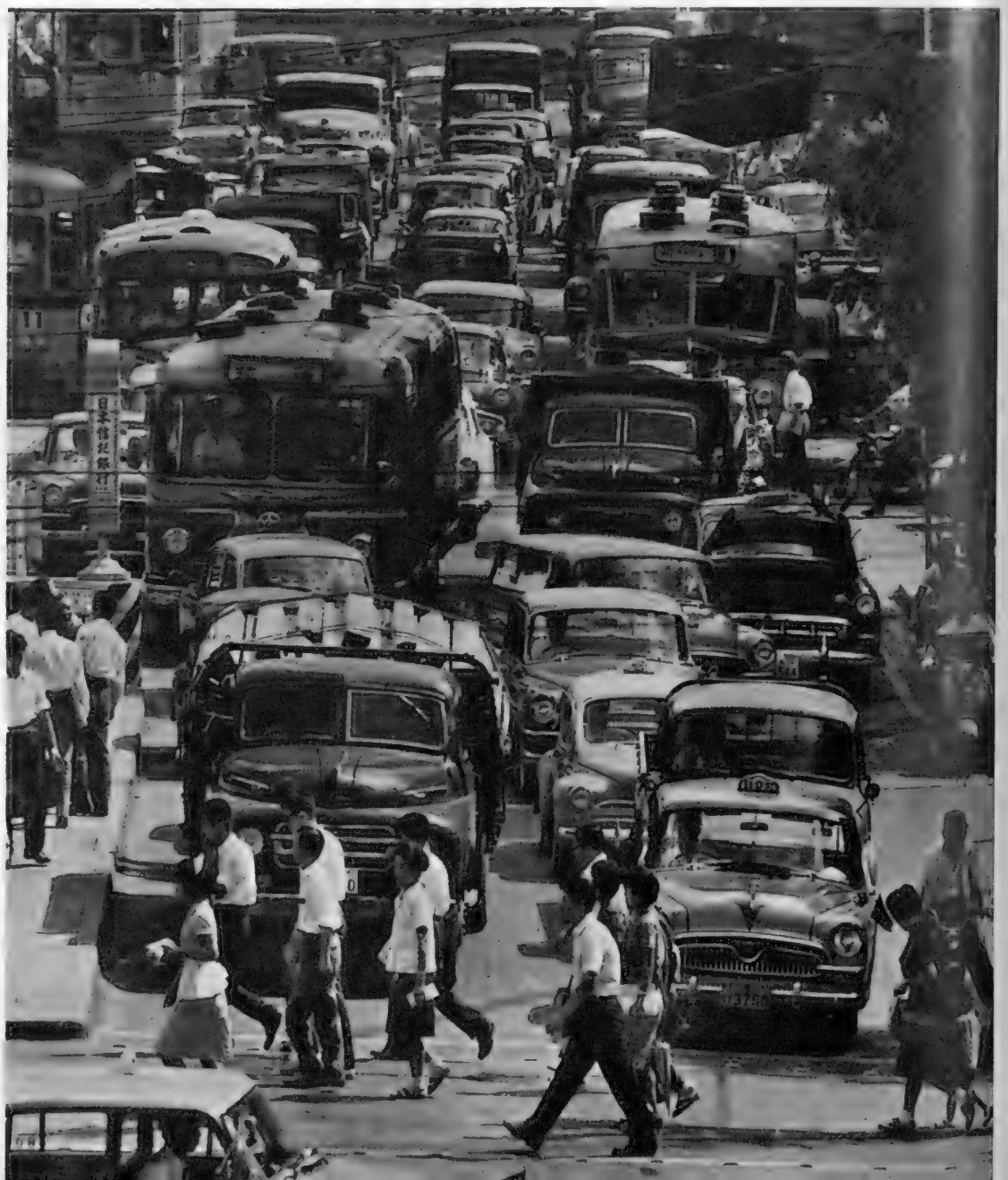
There are, I understand, plans for a new nuclear power station at Wylfa, just west of Cemaes Bay, on the north coast of Anglesey. Another, though I believe that this is still under consideration, is scheduled for Hamstead in the Isle of Wight. Anglesey boasts the longest stretch of unspoilt coastline in England and Wales. The Solent is the only sheltered stretch of salt-water on the South Coast within reach of London and is a paradise for yachtsmen. It is, moreover, one of the most beautiful stretches of sea-cum-landscape in England. Strange places, you may think, to choose for nuclear power stations. The reason, I am told, is that a nuclear power station requires an enormous amount of water every hour and that this makes it almost essential to site such a station where there is deep water close inshore. All the same, it is worthwhile remembering that Sir William Holford, the distinguished architect and a member of the Central Electricity Generating Board, has spoken of " the responsibility which this generation owes its successors to hand over unspoiled as much as possible of the national estate."

The operative words are " as much as possible." What is impossible for the speculator is always possible for the department or the big corporation. You have only to consider Dungeness, or the Fylingdales Early Warning System, or what is happening to Dartmoor which, on paper, is a protected area. So many encroachments are being allowed in National Parks that the National Parks Act has been described as a " skilled exercise in legislative hypocrisy." Much of the work in National Parks is done with every consideration for the natural amenities. The laying of the underground cable from Lanthwaite Green to Buttermere by the Electricity Board is an outstanding example of careful and sympathetic work. But the fact remains that there is continual encroachment of one sort or another. Recently a *private* forestry syndicate announced its intention to acquire and afforest large areas of open moorland in the Dartmoor and Exmoor National Parks. No doubt this is quite legal (forestry operations are permitted under the 1947 Planning Act), but it makes nonsense of the spirit of the thing.

Bit by bit, the tempo ever-increasing, the countryside is being swallowed up. Harwell has over-spilt on to Winfrith Heath; new towns spread over good agricultural land; houses must be built to house the workers at new factories and new power stations, industry follows the houses and means more houses; even Green Belts, judging by the Wirral, are not as green as all that. Perhaps only the properties of the National Trust can be regarded as absolutely safe.

There are protests. Strangely enough, the " locals " rarely make them. The Dungeness fisherfolk did not take the same view as the naturalists, who are not a source of income, and I know many in Anglesey who will prefer a power station to an unspoilt coastline. But the protests are always piecemeal in the form of a local counter-attack: they are not an offensive. When they are over-ridden, we ask bitterly: " What will our grandchildren think of us for allowing this to happen to the English countryside? " Our grandchildren won't care. You do not miss what you have never seen.

A typical street scene in modern Tokyo, where the traffic is becoming as big a problem as the vast population



Tokyo has a housing problem more serious than in most capital cities. For years the Japanese have tried to accommodate the ever-increasing number of inhabitants who today total well over 9,000,000, and form the largest population of any city in the world. The authorities have tried building outwards and upwards. Now the limit has been reached. The buildings in Tokyo are not high—by New York standards they are small—but the soil beneath the city is soft, and will not bear the weight of structures of greater heights. There is also the danger of earthquakes to be considered. The authorities have recently evolved a scheme which, if successful, may help to solve their housing problem. About three years ago a stretch of Tokyo Bay was reclaimed. A further plan has now been proposed to reclaim another 260 square miles of the bay. This project would take about thirty years to complete. The objection to the scheme lies in its cost, which would be several hundred million pounds. But the fact remains that Tokyo must expand, and the bay seems the only logical place for that expansion. If the Government approves the project, dredging and reclaiming will begin. This new land would be able to accommodate the overflow of population from the present city, and, it is hoped, relieve the enormous traffic congestion. In addition it will provide space for improving the harbour facilities.

Tokyo from the air. Buildings are crowded together, but still there is not enough room for the inhabitants of the world's most populous city

TOKYO—A CITY WITH A PROBLEM

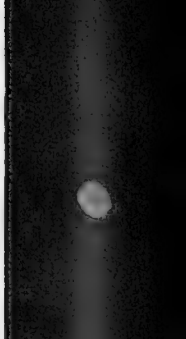
Tokyo harbour, with (background) some of the land which has been reclaimed

REJOICING IN NIGERIA

Arriving for a service of thanksgiving in Lagos Cathedral, Princess Alexandra is greeted by the Archbishop of Canterbury. Left are the Archbishop of West Africa, the Most Rev. James Horstead: Sir James Robertson, retiring Governor-General; and the Bishop of Lagos, the Right Rev. A. W. Howells

With the green and white flag of Nigeria flying throughout the newly independent State, Princess Alexandra of Kent, representing the Queen, left Lagos to begin a tour lasting twelve days of the three regions of Nigeria. Before she left, Princess Alexandra attended a service of thanksgiving and dedication in the Cathedral of Lagos and then formally opened both houses of the Nigerian Federal Parliament. This was attended by 350 Senators and Representatives and 1,500 distinguished visitors, including Lord Kilmuir, the Lord Chancellor of Britain. The Speech from the Throne was presented to Princess Alexandra by the Federal Prime Minister, Alhaji Sir Abubakar. It declared that the Government's first task was to "induce a climate of stability in Africa." Princess Alexandra then flew from Lagos to Ibadan in Western Nigeria, where she was happily welcomed by thousands of people. As she drove through the centre of the town in drizzling rain, she was accompanied by Sir Adesoji Aderemi, the Governor of the Region. She delivered a personal message from Queen Elizabeth at a joint meeting of both chambers of the Regional legislature—the House of Chiefs and the House of Assembly.

As part of the celebrations, the cruiser H.M.S. *Bermuda* is dressed overall during the water regatta in the harbour at Lagos



Princess Alexandra re

Bedecked with Ma

ueen's Speech at the formal opening of the Nigerian Parliament in Lagos. She is flanked by Sir James and Lady Robertson

tional flag, a canoe takes part in the Lagos regatta

In Ibadan—Princess Alexandra; the Governor of Western Nigeria, Sir Adesoji Aderemi; and his wife

TRAVEL

BY TRAIN ACROSS SOUTHERN NORWAY

By **GORDON COOPER**

Norway's Bergen-Oslo railway is fascinating. The 12-hour trip along it by day gives you a panorama of a countryside with spectacular waterfalls, mountains and valleys. For more than 30 miles it traverses heights so lofty that no tree growth is seen from the carriage windows. One hundred and seventy-eight times it plunges into rock tunnels, one of which is more than 3 miles long. For 10 miles the line is covered with wooden snow-sheds and for 19 miles protected by snow-screens. Rotary snow-ploughs of the most gigantic type are ready during the winter to eat their way through 12-ft. snowdrifts and spew them aside in feathery clouds.

I have made this mountain passage in July, and earlier this year in February, and it is difficult to say which was the grander trip. Finse is the highest station on the line (4,010 ft.), and when I stayed there recently the railway station and the nearby hotel were both buried to the eaves in snow. To complete the picture a violent storm was raging. Yet a few miles further west, with startling suddenness, the train emerged into brilliant sunshine just above the station of Myrdal, on the down grade towards Voss and Bergen.

A very pleasant round trip would be to cross the North Sea by a comfortable ship of the Bergen Line, choosing, if possible, a sailing which makes a stop for a few hours at Stavanger. Then, from Bergen travel through to Oslo, with possibly a halt for a day or two at one or other of the resorts *en route*. The Norwegian capital merits another short stay, before you return to Newcastle by the truly excellent Fred Olsen Line. I regard these two short sea voyages as being not the least enjoyable part of a Norwegian holiday. Cradled at the foot of its seven hills, secure behind its harbour, Bergen (ORION HOTEL *recommended*) offers its own blend of modern and medieval. A whole day can well be spent there sightseeing, including visits to Grieg's home in its lovely setting, and to Fantoft Stave Church, a type of wooden church to be found only in Norway. Bergen is also a good base for excursions, notably by ship to various fjords.

Setting out along the Bergen-Oslo Railway, the track runs only a few feet above sea-level for some miles, passing through narrow clefts, and skirting a fjord until it reaches Voss, a resort-village rich in tradition. Surrounded by magnificent scenery, it is a good centre for outings to the Sogn and Hardanger Fjords. On then to Myrdal, a junction for Sognefjord, which is reached by one of the most fantastic lines in the world, running down to Flåm at the head of the Aurland Fjord. The electric railway is 12 miles long, and in less than an hour the train descends from 2,900 ft. to 6 ft., passing through twenty tunnels, often zigzagging its way in the interior of the mountainside. Close to Myrdal, the Vatnahalsen Mountain Hotel can be strongly recommended, and from it there is a wonderful view of the Flåm valley.

Finse consists of little more than a station and an hotel, popular especially with Norwegian visitors. It was here that Scott, the Antarctic explorer, carried through his team's snow training. Glorious mountains surround the place on all sides. Thirty miles further on, Geilo, the largest resort on the line, is reached. Holm's Hotel is recommended, and the surrounding countryside, with its dry, clear air and splendid terrain offers fine walks.

Beyond Geilo the railway continues to Hol, Ål and Gol, small mountain resorts. From Ål one of the most beautiful mountain tracks in the country climbs to the valley of Iungsdal. At Gol the railway turns south-east. At this station there is a bus link with Leira in Valdres, whence another bus brings you to Lillehammer; this offers an opportunity for an alternative route to Oslo, and more interesting, in fact, than the remainder of the rail journey, for the scenery along the route, although picturesque is rather an anti-climax to what has gone before. As you near Oslo the train runs for about an hour through the forest of Nordmarka, starting from Roa, a junction to Valdres.

Below: Bergen, Norway's second largest city, is a starting-place for visiting the fjords

TRAFFIC CONGESTION AT LONDON AIRPORT, AND OTHER TOPICS

Once upon a time it was pleasant to drive to London Airport Central in your own car, park it a hundred yards away from the passenger building, and leave it there for a few days while you flew off to Paris or Amsterdam. But nowadays, the congestion has become so acute that even if you arrive at nine o'clock in the morning you have to go round from car park to car park before finding an empty place, sometimes a quarter of a mile away. Occasionally the worst happens, and a passenger finds it impossible to leave his car anywhere in time to catch his plane.

Air companies are becoming very worried about this situation, since too many people are arriving at the check-in desk too late to be accepted for their flights. Even those lucky enough to be driven there by a friend or a chauffeur are finding it increasingly difficult to be dropped at the appropriate entrance. It is far better these days to travel in one of the airport coaches from West London Air Terminal, the journey being much shorter since the Cromwell Road extension was completed. There is also the added advantage of being accepted for a particular flight at the air terminal instead of at the airport. This makes certain of your place on the aircraft.

It is now possible to fly direct from London to Miami. Cunard-Eagle Airways begin their new service on October 15. First and economy class passengers will be carried on Britannias, taking off at London Airport Central one minute after midnight on Saturday morning, arriving at Miami at 1.15 p.m. the same day, local time. Return fares economy class are £189 15s., and first class £321 10s. Calls will be made at Bermuda and Nassau *en route*.

The new winter rates on the cross-Channel car ferries introduced today (October 15) are very attractive, and should encourage more people to drive to winter sports resorts or to a winter holiday on the Mediterranean. For example, a single journey for a car not exceeding 15 ft. 6 ins. in length will be only £6 15s., instead of £8 8s. The minimum rate for cars up to 12 ft. in length is £3. These rates apply not only to the services run by British and French railways but also to those of Townsend Brothers' Ferries Limited, and to the Belgian Marine. It should be remembered that quite a number of winter sports resorts can be reached by car without the necessity of chains.

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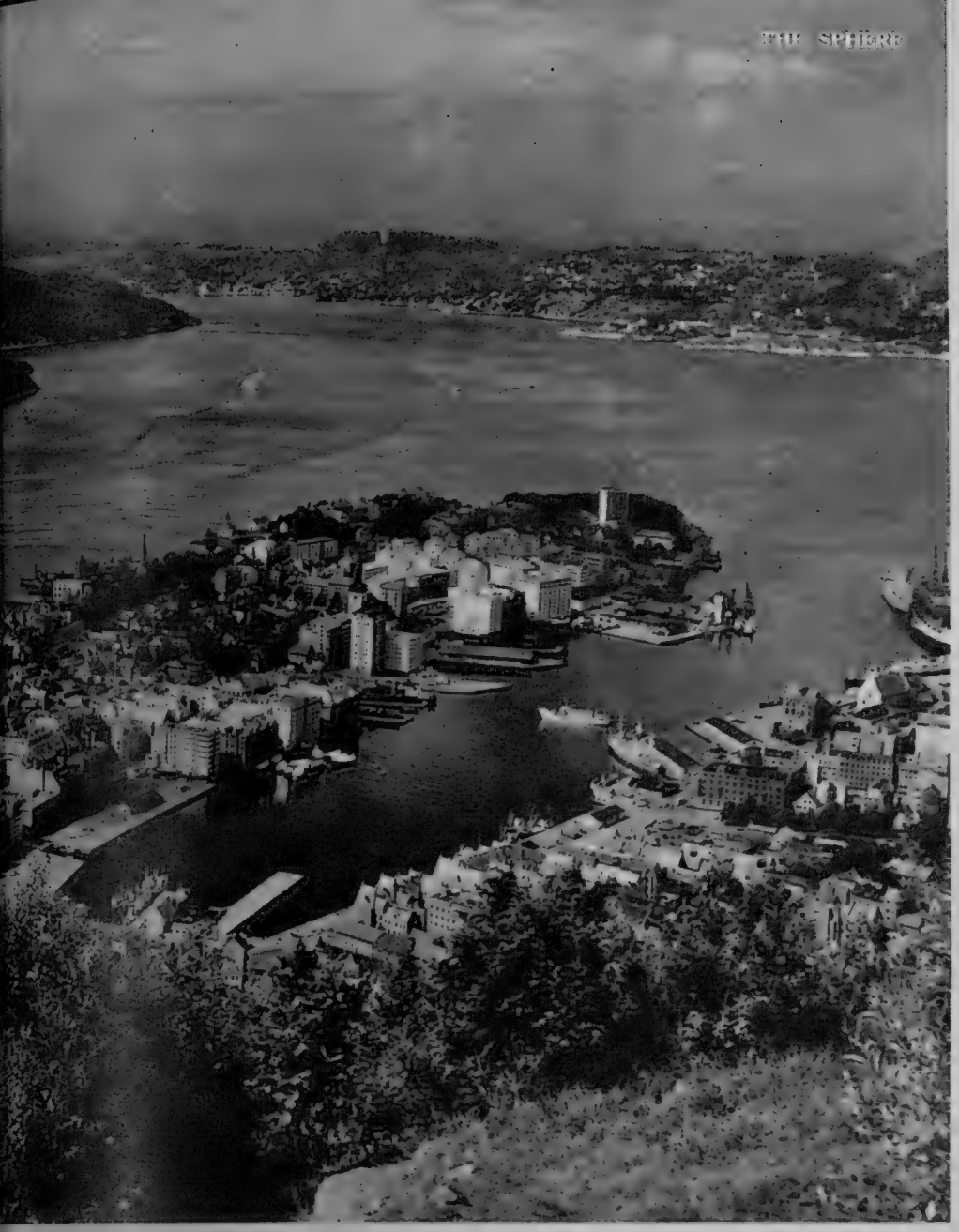

Bergen and its harbour from Floyen, reached by the only regular cable-car service in Norway

A wooden church at Geilo, on the Oslo/Bergen railway

An open-air restaurant in Oslo

Oslo is a bright, attractive city, and it merits a stay of at least two days. Although it lacks the outstanding beauty of Stockholm, and the cosmopolitan aspect of Copenhagen, it does have immense verve. Karl Johans Gate (Street) is crowded with humanity. The harbour and fjord are full of pleasure-craft, ranging from trim little sailing yachts to transatlantic liners. The hills above the city, notably Holmenkollen and Frognerstaeteren are crowded, especially on Sundays. There are also certain " sights " which may interest you. First, I would suggest a visit to the Viking ships in their museum at nearby Bygdoy. There are three Viking ships in this building. When you are there you will be able to visit close by the famous *Fram* (Nansen's vessel for polar explorations) and the *Kon-Tiki*.

To round off this excursion there is the Open-air Museum, which comprises indoor and outdoor collections situated in a lovely park. There are 150 buildings, among them a wooden stave church from the twelfth century. Elsewhere there are complete farmsteads from various parts of the country. The " Gamle-bye " (Old Town) comprises many typical town-house interiors from the eighteenth to the nineteenth centuries, including Henrik Ibsen's study, preserved as it was when the dramatist left it.

You can hardly fail to notice the new Town Hall whose interior contains monumental mural decorations—a galaxy of Norwegian modern art. There is also the National Gallery, where you can see the paintings by Edvard Munch. But, above all, I would not have you miss the Vigeland sculptures in Frogner Park. Fanatical admiration and scornful abuse have been directed on the park. Apart from the many statue groups the whole layout is of great beauty, and each time I visit Oslo I make a point of going there.

Voss, on the Oslo/Bergen railway, is rich in the traditions of the country

BOOKS

LUCKY DIP OF A BOOK

The latest "Saturday Book"; Margery Sharp's new Novel, other fiction and short stories

What fun THE SATURDAY BOOK (Hutchinson. 35s.) continues to be! I do hope that this yearly apparition, now about to begin its third decade, will go on and on and on. Its editor, Mr. John Hadfield, retains the verve and originality of his selective sense as brightly as at the beginning of the venture and the catholicity of his taste can be imagined if I quote just a few of the contributions in this splendid lucky dip of a book. One of the topics discussed, for instance, is tattooing; another is Ladies in Distress. There is an effective travel piece on the island of Ponza, said to have been the isle of Circe, and there is a reappraisal of Saki. Perhaps best of all is a section dedicated to the Golden Age of Advertising when the ad boys had so very much more fun and a romantic drawing could be captioned: "I stood on the bridge at midnight—and took two Beechams pills." A wonderfully rich collection, one way and another, and with variety and invention enough to make the reader blink—and read on.

First of this week's novels, according to any order of arrangement, is Miss Margery Sharp's SOMETHING LIGHT (Collins. 15s.), which is not only the greatest good fun from beginning to end but has the rarer quality of wit and of exquisitely exact observation. It is not enough to consider Miss Sharp solely as a best-selling author, though this she demonstrably is. One should also recognise in her writing the elegance of a highly selective style and the balance of a liberal intellect. This combination naturally makes for a great ease of manner, and apparent lack of effort which one accepts gratefully. *Something Light* is the story of Louisa, a young woman who was very fond of men. Louisa was fond enough of them to listen to their interminable stories, to help the lamer ducks among them, to sympathise with them in triumph and disaster, even to wash their long woollen underwear. She was, in fact, a perfect duck of a girl and it seemed the greatest pity that her career as a professional photographer of dogs had brought her neither the *réclame* of a Fall or even a satisfactory offer of marriage. This comedy then is concerned with Louisa's endearingly ham-fisted efforts to wring proposals out of a succession of fairly solid providers.' As I have said, it is all the greatest fun—the chapter on Louisa as a baby-sitter, obstinately remembering the lines: "*No child but screamed out curses | And shook its little fist*" is a beauty. It is also a story which is told with the utmost suavity and authority. In a word, recommended.

THE FLAT IN PARIS (Chapman and Hall. 15s.) is another of Miss Edith de Born's charming and lightly sophisticated tales of young love, not this time, and rather to my regret, set in the Austria of forty or sixty years ago like its predecessors, but in contemporary Paris and Provence, a background that many of us will find more familiar and therefore less enchanting. Dismissing such prejudice, however, one can enjoy as much as ever the author's light touch, her charm of expression and her very evident sympathy with her young protagonists. She has not been well served by the proof-readers. There are many errors and mis-spellings—"Balzec" is possibly the least forgivable.

SOMERSET MAUGHAM, who is eighty-six, gives a Press Conference in his suite in a London hotel, during his visit to Britain. Still writing, Mr. Maugham is at present engaged on his autobiography. He will return to his villa in the South of France for Christmas

Miss Sylvia Ashton-Warner is a new writer of considerable power whose second novel, INCENSE TO IDOLS (Secker and Warburg. 18s.), has a setting of New Zealand, a remote land indeed for the self-imposed exile of a Parisian who is both a musician and a woman of violent and egotistical passions. As before, the author has concentrated the force of her writing (which in certain passages seems to be enough to keep a fair-sized city in electricity) upon a central woman character and to say that she has given her vitality seems almost too timid a phrase. Her Germaine de Beauvais, dedicated artist and tempestuous lover and friend, may feel herself in exile in the beautiful country she has chosen but certainly not in retirement. Throughout the novel the emotional thermometer fluctuates narrowly between summer heat and blood heat and the reader, though sometimes slightly overwhelmed, is never in danger of tedium.

THE PROUD AMERICAN BOY (Hutchinson. 18s.) is by Mr. Russell Braddon, the Australian writer whose book, *The Naked Island*, was such an honest and scarifying exposure of the Japanese phase of the war. Now once again he has written a book based on fact but given fictional contours: the story of a Negro child of eight who became a victim of savage prejudice in one of the southern states of America. His book is dramatic, even sensational and obviously written with great singleness of purpose. It is, as we are told and may agree, an indictment against all racial, political and religious prejudice. It is also a novelist's view of a terrible chapter in history.

Why are German writers so inclined towards producing *long* books? It is odd, but

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WOMEN AT WORK

Outstanding figures in a variety of fields

Books by women and about women command exclusive attention this week, and fascinating they are, both in their variety and scope, reflecting for the most part how boldly women have taken their place in the modern world, and have done, and are doing, enduring work for humanity. First of all we are introduced to two remarkable careers in the medical field. Cecil and Celia Manson tell the story of DOCTOR AGNES BENNETT (Michael Joseph. 18s.), now eighty years old and a student of nuclear physics. When in her youth at Sydney University she decided to become a doctor she had little idea of the prejudice she would have to fight. Not least at Edinburgh medical school where the dour and gouty old Dean was acknowledged as the greatest of all stumbling blocks to women wishing to pursue a medical career. He did not stop Agnes Bennett, who, as this inspiring biography reveals, has lived through a great era of advancement for women.

No less intrepid and determined a character is revealed in Dorothy Clarke Wilson's biography DR. IDA (Hodder and Stoughton. 21s.). For fifty years Dr. Ida Scudder was a medical missionary in India. This record of her long fight to establish a nursing and medical school of women at Vellore is vividly narrated against a rich tapestry of Indian life and customs. Amid the daily round of operations (she was a most skilled and careful surgeon), of administration, and of all the work of a great but financially hard-pressed mission, it is hard to believe how Dr. Ida kept going. But into her day she would often inject a couple of sets of lawn tennis, and even at sixty it is on record that she "wiped the floor" with a talented young teenager in a local tournament. It was this unflagging energy that enabled Dr. Ida to make Vellore School, through five decades, a leader in the emancipation of Indian womanhood.

Another remarkable woman who has served the new India is Madeleine Slade, the daughter of an English admiral. She became one of the foremost disciples and trusted lieutenants of Mahatma Gandhi. Under her Indian name of Mira Behn, she has written her autobiography THE SPIRIT'S PILGRIMAGE (Longmans. 25s.). It is in essence a testament of her own spiritual growth. Hers has been a strange destiny, starting with her youth in India in typical viceregal surroundings, spent amid total unawareness of the Indian people and their aspirations, and culminating in her participation in the life of one of Gandhi's community villages and in his work. Mira Behn's impressions of Gandhi are of the deepest interest, revealing in full measure the extent of the devotion that surrounded him.

K'Tut Tantri is the eastern name of a British-born woman who in the early thirties left Hollywood, where she had been working in the film industry, and set sail (on impulse) for the Indonesian dream island of Bali. How she became the adopted daughter of a rajah, lived among the people, was captured and tortured by the Japanese, and played her part in the fight for Indonesian freedom, is a truly astonishing tale. The author calls her autobiography REVOLT IN PARADISE (Heinemann. 21s.). What she describes is immensely dramatic but, more than this, readers will be intrigued by her indomitable and unusual personality.

A woman who has climbed to the summit of her profession is Alicia Markova, the prima ballerina, who has, perhaps, achieved her greatest artistic perfection in interpreting the wraith-like fantasy of Giselle. In GISELLE AND I (Barrie and Rockliff. 25s.) Markova describes her long and intimate association with this classic among romantic ballets.

From women of action we turn finally to THE DIARY OF IVY JACQUIER (Gollancz. 21s.). Nothing could be more different from all that has gone before than this diary of a young lady who spent her youth in Lyon some fifty years ago. Here is the perfume of a past that is all but forgotten, written with the spontaneity of one who could never have had publication in mind.

R. C. E.

it is a fact, just as much as those stunning portmanteau words in that language which make short shrift of such tidbits as antidisestablishmentarianism, our own home-grown monster. THE GOUFFÉ CASE (Barrie and Rockliff. 21s.) is by Herr Joachim Maass and has been translated from the German by Mr. Michael Bullock. It is a murder mystery of late nineteenth-century Paris, such as has been done more effectively and certainly more briefly by Gaboriau or Poe, and it has been written with something as near salaciousness as I ever dread to see.

The two volumes of short stories this week are rewarding in utterly different ways. Mr. Roald Dahl's KISS KISS (Michael Joseph. 15s.) includes eleven tales, some of fantasy, some of odd humour and all of great accomplishment, justifying once again the perception of such nurseries of story-writing talent as *The New Yorker*. At least one of these stories approaches real brilliance and that is the brief and electrifying tale, *The Landlady*, but all of them are of a very high standard indeed. In THE CAT'S CRADLE BOOK (Chatto and Windus. 15s.) Miss Sylvia Townsend Warner has given free rein to humorous fantasy with fifteen narratives such as might have been told by mother cats to their kittens from generation to generation. At this point, though, whimsy stops and an admirable writer takes over.

Thriller of the week is Miss Gladys Mitchell's SAY IT WITH FLOWERS (Michael Joseph. 13s. 6d.) which I recommend to you with enthusiasm for its latest view of the exploits of that inimitable and saurian (the latter word is the author's) investigator, Dame Beatrice Lestrange Bradley.

Vernon Fane

The balcony scene—John Stride as Romeo and Judi Dench as Juliet

THE CIVILIZATION OF ROME

We in Britain, I suppose, owe more to Roman than to Greek civilisation, directly at any rate. Certainly in recent years our interest in ancient Rome has been enormously quickened by scientific digging-up of the past in our own country. As schoolboys, our knowledge of Roman history was largely confined to its days of military acquisition, and the subsequent centuries of influence shed by the Roman Empire were a closed book to us. Professor Michael Grant in his WORLD OF ROME (Weidenfeld and Nicolson, 42s.) has splendidly supplied our deficiencies in a volume worthy to stand beside Bowra's *Greek Experience*.

Perhaps his Romans appear less attractive to us than the Greeks. Certainly their weaknesses were more gross, their habits and recreations more brutal, their appreciation of art and beauty very inferior to the Ancient Greeks. But the Roman Empire which was the known world until A.D. 200 was a polyglot race as America is to-day, and soon after its half century of military conquests it ceased to possess a homogeneous national character. Dr. Grant has written his book for the average educated reader. His quotations from Roman historians are translated and this relief profoundly impressed me with the great and hitherto unrealised assistance given by contemporary historians and philosophers, often "foreigners" to modern historians of the Roman Empire. With superb illustrations, Dr. Grant carries us along in detailed descriptions of the changing social life of these Romans, their cruel recreations, their superstitions, and religious and philosophical beliefs, their complex slave problems, the magnificence of their building and engineering skills, their comparative lack of appreciation of paintings and sculpture. He describes the lives and careers of the Emperors and the special problems of the Provincial Governors in the Eastern parts. His own interest perhaps is chiefly centred on the cultural side of three centuries of Roman domination, but there is very little in any field which his long researches have not touched and clarified.

John Gore

Peggy Mount (the Nurse) and Alec McCowen (Mercutio)

ROMEO AND JULIET

at the Old Vic

The new production of Shakespeare's romantic tragedy is directed by Franco Zeffirelli, best known in Britain for his opera productions at Covent Garden. It is the first time that the Italian producer has directed Shakespeare, and *Romeo and Juliet*, with its background of family strife in Verona, is a happy choice. The production is noteworthy for its settings of Italian streets and its hot-headed fighting, led by the Mercutio of Alec McCowen. Judi Dench and John Stride, both youthful players, bring an air of freshness to the parts of the ill-fated lovers. Peggy Mount, as the Nurse, is making her first appearance with the Old Vic. *Romeo and Juliet* is running concurrently with the revival of Schiller's *Mary Stuart* in Stephen Spender's translation.

In the streets of Verona, Escalus (Nicholas Meredith) halts the brawling Capulets and Montagues

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

J. Maurice Laing

John Maurice Laing is Deputy Chairman and Managing Director of the Laing Group of Companies. This firm of building and civil engineering contractors has its headquarters in London, is established overseas in Canada and Africa, and has carried out work in many other parts of the world. The construction company of John Laing and Son Limited counts among its achievements the building of 134 bridges and 55 miles of the M1 Motorway in only nineteen months. Mr. Laing travels widely on behalf of his companies, and recently returned from an 18,000-mile visit by air to company installations and projects in Africa. He has been a member of two Trade Missions to the Middle East and is keenly interested in economic conditions overseas. He was Chairman of the Export Group for the Constructional Industries from November 1957 to November 1959, and Chairman of the Federation of Civil Engineering Contractors from May 1959 to May 1960. Mr. Laing is a Vice-President of the British Employers' Confederation, a member of the National Joint Advisory Council, the Grand Council of the Federation of British Industries, the Export Guarantees Advisory Council, and a number of committees. Born in 1918 at Carlisle, he was educated at St. Lawrence College, Ramsgate, and joined the family firm started by his great grandfather in 1848 as a pupil in 1935, rapidly showing great drive and determination. During the war he served with the Royal Air Force, and his experience in South Africa, where he was posted for training, led to the formation of a subsidiary company there in 1946, and in Rhodesia in 1949. Mr. Laing is married with one son, and his main hobby is sailing. He is often seen in offshore racing on the east coast in his yacht *Vashti*. He also has a very keen interest in church activities at home and abroad

GIANTS IN THE ELECTRICAL INDUSTRY

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Possibly the most important single item of news about British industry for many months came three weeks ago in a laconic announcement that the English Electric and General Electric Companies were considering the possibility of a merger. As it happened, this was issued on the same day that Sir Christopher Hinton, at a press conference on the annual report of the Central Electricity Generating Board, said *inter alia* that in the last few months C.E.G.B. had come to the conclusion that for its future planning—1965 and beyond—it would be able to adopt, as a standard size of generating set, machines of 500 megawatts, which implied a standard size of power station for the future of the order of 2,000 megawatts. It could fairly be said that the one announcement may have explained part of the reason for the other.

So far the biggest electrical generating set that is on order for Britain is a "cross-compound" machine of 550 megawatts. But this, in Sir Christopher's words, is a kind of "Siamese twin" of two 275-megawatt sets. Associated Electrical Industries is building this for the Thorpe Marsh power station in the Midlands. The generating board, however, since it placed that contract, has ordered 350-megawatt and 375-megawatt single-shaft turbo-generators from English Electric, among other companies; and as Sir Christopher said it now proposes to go yet farther in concentrating its power into giant stations. A 2,000-megawatt station would require space of the order of 300-500 acres for its boilers and generating plant, the associated cooling towers and coal stocks, and the transport facilities to take in about 100,000 tons of coal a week and to clear away perhaps 30,000 tons of ash a week.

The reason for this concentration, essentially, is that "the bigger they come, the cheaper they are." What are called "economies of scale" are nowhere more evident than in the modern "conventional" power station —*i.e.*, one using coal or oil rather than nuclear fuels, though there is nothing very conventional in the design and operating conditions of these fantastically powerful machines. Just after the war, when the former British Electricity Authority felt it was pioneering by standardising its purchases for new power stations on machines generating 30 and 60 megawatts, it was having to pay about £67 per kilowatt to build a power station. Since then, the costs of materials and labour used in such construction generally have risen very steadily—possibly by at least 75 per cent., so that had the industry been unable to do anything to check inflation it might have been paying £118 a kilowatt for stations ordered to-day. In fact, its order for Thorpe Marsh, to begin coming into operation in 1963, will cost it about £39 a kilowatt; and it hopes that its standard 500-megawatt sets of the future may do even better than that in building costs.

The generating board reckons that when you double the size of a generating set, there is an increase of only 80 per cent. in what it costs to build and, over and above that, there seems to be an increase of about 2½ per cent. per year in the efficiency and economy of the station from the rapid and steady rate of technical development to which this industry is accustomed. That increase alone might have about taken care of inflation; successive decisions to increase the size of units of power generating equipment have done the rest, enabling the industry to build its stations now for not much more than half the price of ten to fifteen years ago.

What has this got to do with the decision of two among Britain's largest electrical manufacturers to consider a £177,000,000 merger? The answer is simple. Though the volume of business that the generating board can offer, as their biggest customer, is expanding and will go on doing so, that larger amount of business is in future going to be placed in fewer and larger lumps. There may be work for all the manufacturing and design capacity in the heavy electrical industry; but there is unlikely to be work for all of it under the separate ownership of as many groups as are in the business now. The effect of concentrating the work has been visible for a year or two already in the nuclear field. When the hopes of a really rapid fall in nuclear generating costs were highest, and the Government launched forth into a massively enlarged programme, five consortia were, if not called into being, at least much encouraged to come together to take part in the building of these nuclear stations. Once the first round of orders had been allotted—even before cuts were made in the nuclear programme—it began to be obvious that there would not be enough stations ordered over the period to keep them all busy. As a result some of the consortia amalgamated—though in most cases they did not form financial groups, but merely sets of independent companies working together for this specific purpose. It is not too difficult for the boiler makers in the various consortia to share out major contracts, because so much of their work is civil engineering on the site.

Effectively, the five consortia have now become three: the Nuclear Power Group; the English Electric, Babcock & Wilcox-Taylor Woodrow consortium; and the Atomic Power Constructions-General Electric-Simon Carves group. The merger now planned would presumably reduce these to two. When the nuclear programme was first "stretched out" and then officially revised, it became obvious that coal would not be scarce for a long time, and that nuclear generation appeared unlikely to break even with coal at stations yet to be designed, before 1970. Then the shortage of orders became more blatant still. The revised programme provides for about one nuclear station order a year—or say one in each three years for any of the remaining groups—which may or may not be sufficient to encourage research.

Only one nuclear station a year may leave more generating capacity to be supplied as coal-firing generating stations, but it does not necessarily mean even one extra, year in year out. Orders for conventional stations may not be more than three or four a year; and there are still more turbine makers and more boilermakers than that. On the parts of their businesses concerned with generating plant—and the same is beginning to apply to a less marked extent to other items in electricity supply, transmission and distribution—these powerful companies are finding there are not enough orders to go around, or to justify heavy manufacturing facilities and costly research and development departments. Associated Electrical Industries is already sharing its fundamental research work, mainly on conventional generation, with Parsons and Reyrolle.

It would seem logical to assume that the concentration of a very important slice of their business into larger lumps would have played a part in bringing together English Electric and G.E.C.; but there are other elements. English Electric has big interests in aircraft, both with Vickers and Bristol in aircraft manufacture and, through its subsidiary Napier, in aero-engines and missile engines. It is an important builder of navigational and industrial electronics systems. But up to now it has had little of a hold in domestic electronics, whereas G.E.C. is an important maker of radios, television sets and sound-reproducing equipment. Of the two, G.E.C. is more firmly ensconced in domestic electrical equipment of every kind, though it has recently been encountering some very thrusting competition in the field. So these two superficially similar groups do not duplicate each other as generally as one might imagine; though there will be savings to be made by amalgamating overlapping activities here and there in manufacturing, as well as in research and development, there is also a genuine degree of "diversification" in this merger. But the process is likely to be a lengthy one; fitting together two industrial companies of this size into an integrated whole takes years rather than months.

No industry in this century has achieved a more steady expansion of sales than electricity; its curve of growth of consumption, expanding steadily almost without showing the effects of war or depression, is one of the most remarkable statistical series in industrial history. Roughly, every ten years consumption seems to double—which means an increase of about 7 per cent. compound a year. Recently, in Britain, nationalised power consumption has in fact been growing somewhat faster than that; huge as the industry's investment now is, more than £300,000,000 a year, there seem possibilities that the calculations upon which this construction programme is planned will be under- rather than over-estimates. On such a steady strength in sales it is perhaps not difficult to achieve commercial success; and the electricity generating board and area electricity boards are certainly the most prosperous of Britain's nationalised industries.

In line with that nationalised prosperity in producing the actual current itself, there should be a prosperous future for the suppliers of equipment to produce and to consume it. As has been seen above, there have been difficulties as well as rewards in the development of steadily more efficient equipment to generate electricity. One has a feeling that there are more rewards to be had than have been reaped so far in the development of better and better domestic electrical equipment. There have been great changes in electric cookers, for example, in the last few years; but not enough to wean many people away from a preference for other ways of cooking. Similarly, it is difficult to believe that the storage heater which warms up a pile of bricks at night, and lets these pass heat to the room in the day, is the last word on electric central heating, and more than floor-warming. If this industry could match the advance of its power stations in the design of its appliances, one could foresee an even more expansive future for it.

IN NEXT WEEK'S ISSUE

THE MOTOR SHOW

A Pictorial survey of the 1960 Exhibition at Earls Court
Articles by the Industrial Correspondent and Courtenay Edwards

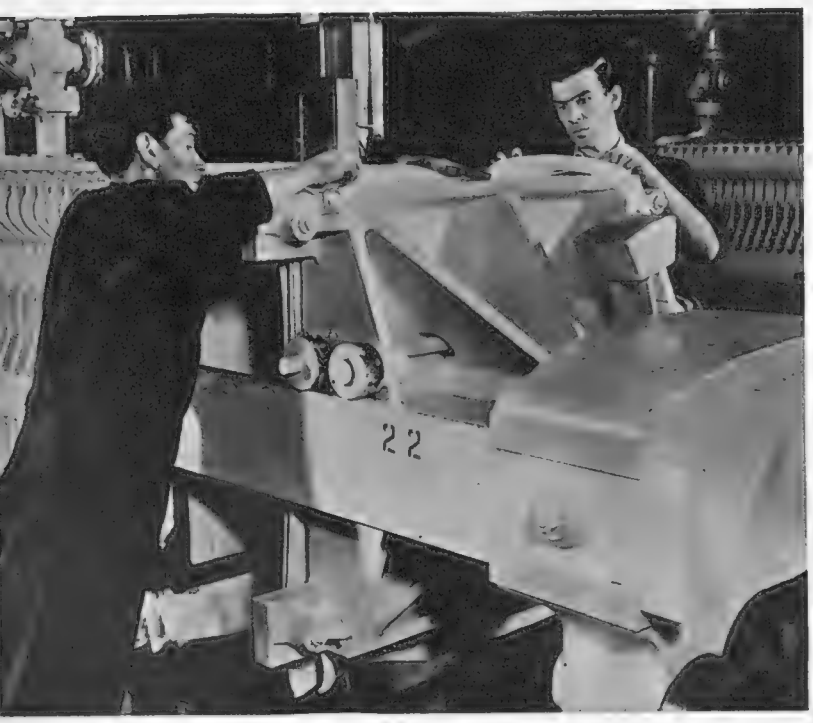
ADOLF MORATH PHOTOGRAPHS

COURTAULDS

at the Red Scar Works, Preston

Operators weigh sheets of wood pulp from which cellulose, the raw material used to make the yarn at Red Scar, is obtained. The pulp is imported from Scandinavia and North America. It is of a very high quality, and is taken largely from spruce trees. The cellulose is treated with caustic soda, and ground into "crumbs." These are acted on by oxygen in the air at a specified temperature. (See picture on right)

Taking the temperature of rayon in its early stages. The conversion of cellulose into yarn is a lengthy, complex and continuous chemical process. It takes fourteen days to complete the transformation



New filter cloths are being put onto the presses through which the viscose solution is filtered. The viscose, a thick golden-brown syrup, is the result of treating the cellulose "crumbs" with carbon disulphide

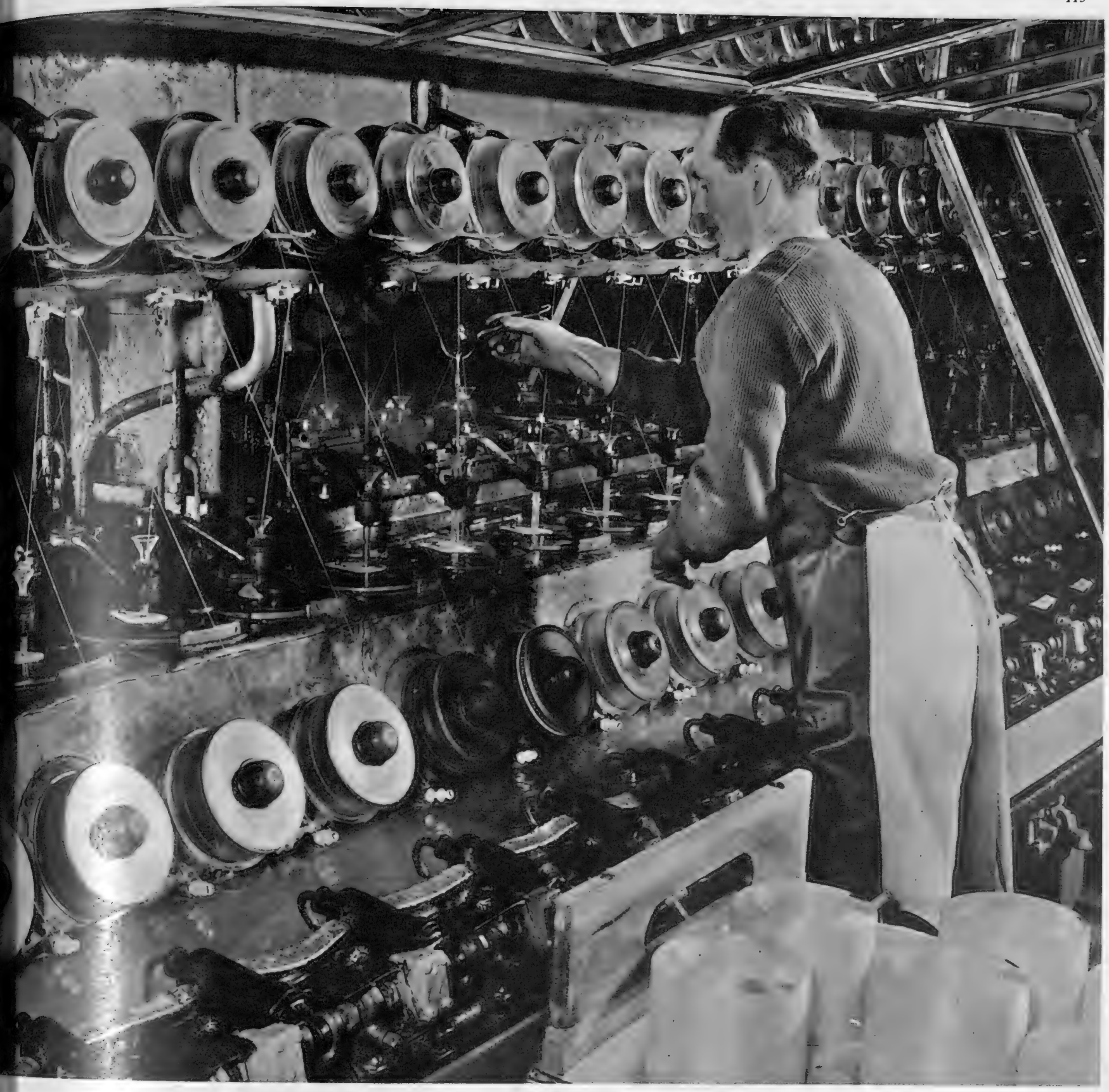
Right: A sample of viscose is drawn off for testing in the Works laboratory

The 76-acre Red Scar Works of Courtaulds Limited, situated near the northern end of the Preston Motorway, is one of the largest rayon-producing factories in the world. At Red Scar, they work round the clock, every day of the year. This is necessary because the making of rayon is a continuous chemical process. Even taking into account this non-stop working schedule, the production figures for the Works are remarkable—about 50,000,000 pounds weight of rayon a year. In terms of length, this is about 250,000,000 miles.

Built just before the last war, and named after an old mansion which stands nearby, Red Scar was designed to add 30 per cent. to Courtaulds' United Kingdom output of rayon. Some 3,500 people are employed there, mostly men, of whom an appreciable number come from Jamaica, India or other parts of the Commonwealth. As well as the basic rayon plant, it has its own power house for supplying electricity and steam, and plants to provide vacuum, hydraulic power, compressed air, brine, refrigeration, conditioned air, and softened water.

The chief raw material used at the Works is cellulose, which is imported in the form of sheets of wood pulp. Viscose rayon is, in fact, a pure cellulose fibre. Just over 1 lb. of cellulose pulp is required to make 1 lb. of rayon. Cellulose is a very suitable raw material for man-made fibres, both technically and economically, for it consists of large molecules, has very good fibre-forming properties, and is available in large, continuing supplies from vast timber-growing areas such as Scandinavia, North America and South Africa. The cellulose is converted into rayon through a process in which caustic soda, carbon disulphide and sulphuric acid are the principal chemical agents. Some 3,000,000 gallons of softened water a day are used in the manufacturing process. The method of yarn production operated at Preston is the "viscose process," an exceptionally adaptable system which is well suited to meet the

(*Continued on page 114*)

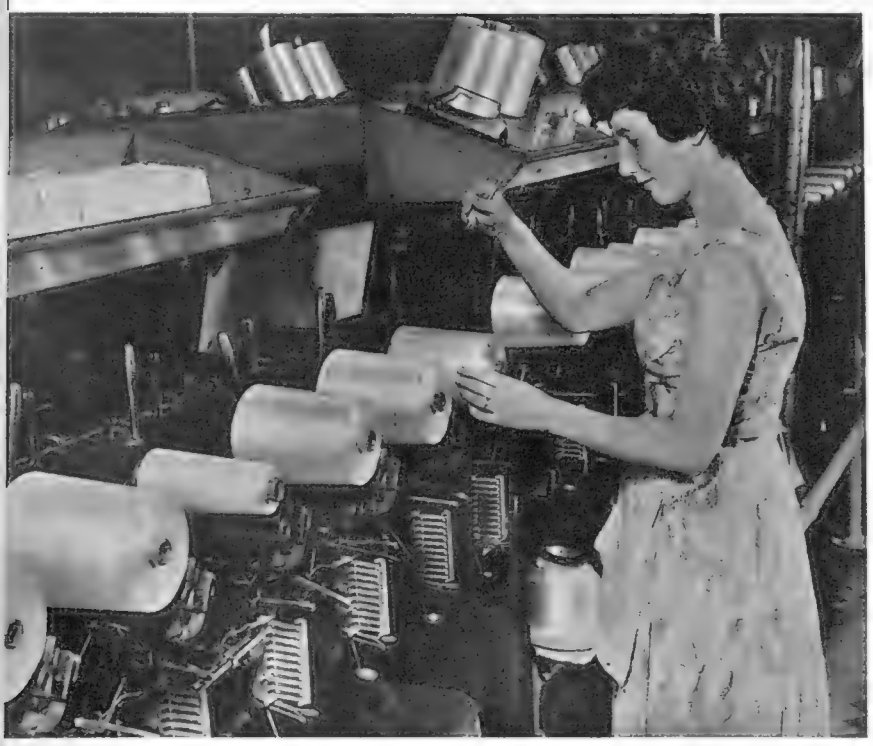


The multifilament yarn is collected in revolving pots. The filaments are formed by pumping viscose solution into a sulphuric acid bath through the tiny holes of a platinum jet. On reaching the acid the viscose begins to solidify, and the threads are drawn out onto the type of machine seen here

At a later stage an operator controls the washing of packages of rayon yarn; this is necessary to clean the yarn of sulphuric acid and other chemicals used in the production of rayon

Below:
The operator is mixing pigments for colouring. Some textiles are dyed or printed as pieces of cloth; in others the fibres or yarns are dyed before the cloth is woven. These are the usual methods. With rayon, however, colour can also be introduced during the fibre manufacturing process—the pigments are put into the viscose solution so that the yarn is already coloured when it forms. This enables Courtaulds to give very high colour fastness in yarns

This is *Tyrex*—the newly-developed yarn which is made specially for tyre cords. It is much thicker and stronger than ordinary textile yarns



The textile industry requires yarns in several different forms. Here rayon yarn is being wound on to cones and will be used for making warps, or for knitting. Weft yarns are wound on other reels

COURTAULDS *at Preston*

(*Continued from page* 112)

ever changing needs of the textile industry. The system was first developed fifty years ago, but the product has been frequently improved or modified. In the last ten years discoveries in cellulosic chemistry have opened up new possibilities in the manufacture of this fibre. (Rayon, incidentally, accounts for about 75 per cent. of total man-made fibre.) One example of the new advances is *Tyrex*—the latest tyre yarn being made at Red Scar. It is 50 per cent. stronger than the yarns of ten years ago, and a further increase in strength of 75 per cent. has been achieved experimentally.

This kind of development, worked out first on a laboratory bench, and then in a pilot plant, creates considerable problems for a factory like Red Scar when it is faced with the large-scale production of a new (or even modified) product involving millions of pounds of yarn per year. New machinery has to be installed, operatives must be trained in their new tasks, and the inevitable teething troubles of a major "scaling-up" programme overcome. In the man-made fibre industry capital investment is high, and production needs to be carried out in large units for it to be economic.

Right: During the manufacturing process at Red Scar, rigorous inspection is carried out. An operator is checking cones of rayon yarn which has been coloured at an earlier stage

Another form of checking. The machine tests the strength of yarn (to breaking point), and records results on a graph

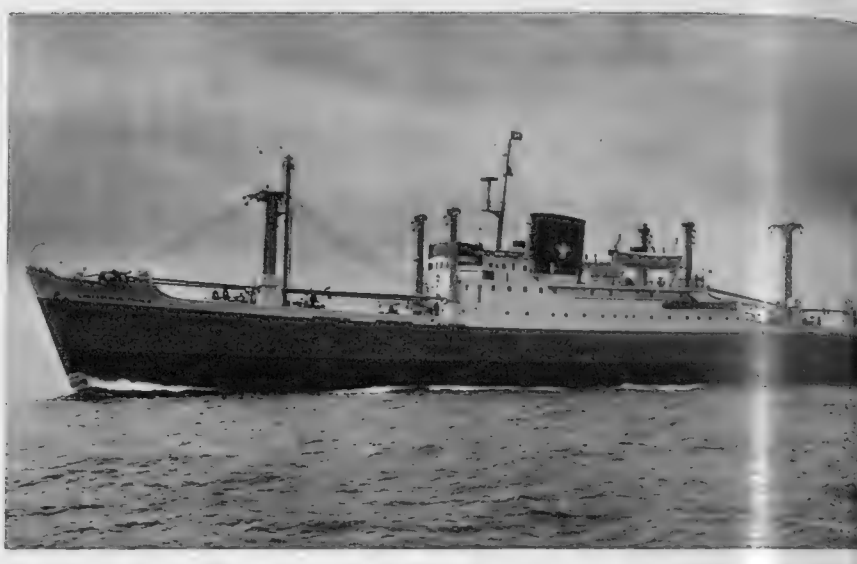
Tyrex which will later form the carcass of a tyre, giving it strength and stability, is being woven into a fabric

The first stage in making a woven fabric is to assemble the warp, or lengthwise threads, on to a beam. The operator is checking one of the hundreds of warp threads

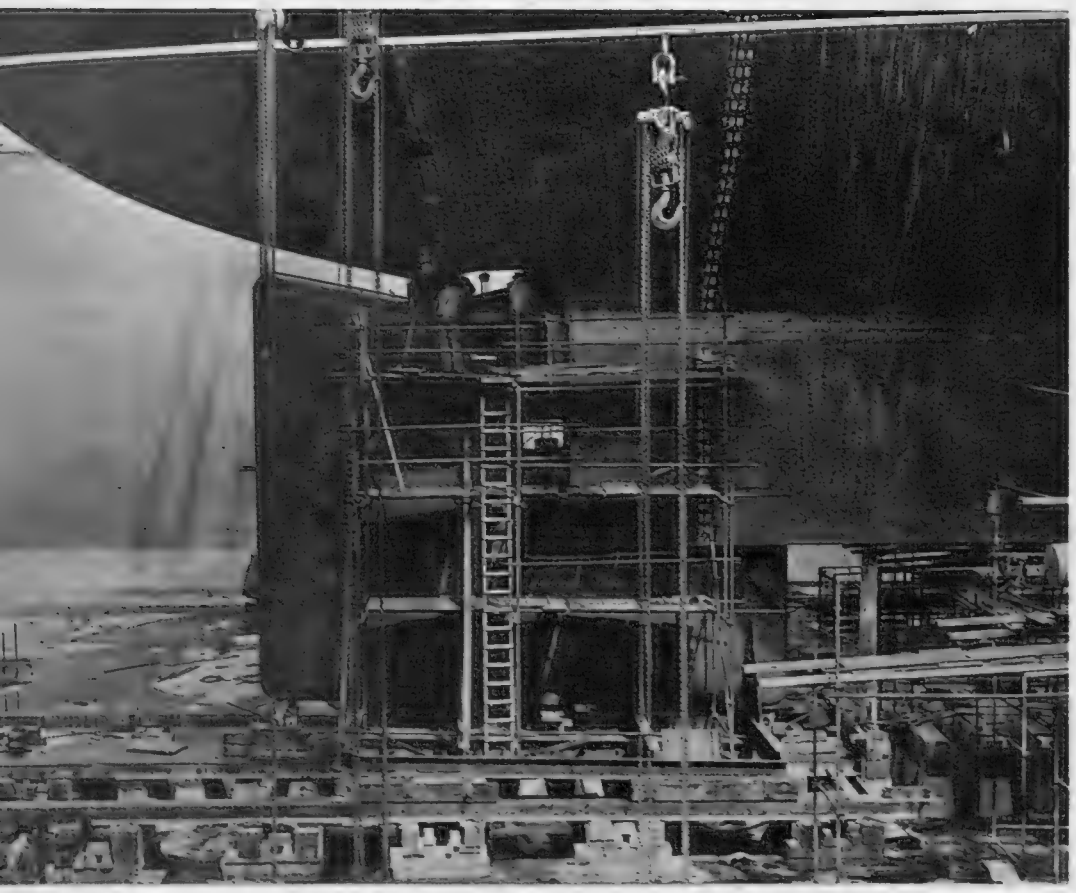
TODAY'S SHIPPING

R.M.S. *Arlanza* was to leave on her maiden voyage to South America last week-end. She was built in Belfast by Harland and Wolff for Royal Mail Lines. She is the last of three "A" class passenger and cargo liners constructed by the firm for the shipping line. The 20,350 ton *Arlanza* can carry 107 first class passengers, 82 cabin class, and 275 third class, at a service speed of 17½ knots

Barpeta, a single-screw motor-driven cargo vessel, was completed last month at the Govan shipyard of Harland and Wolff Ltd. Her owners are the British India Steam Navigation Co. Ltd., and she is the third of five similar ships to be built for them. *Barpeta* has a deadweight of about 7,500 tons, and a speed of 16 knots



The motor-ship *Lancastrian Prince* (deadweight 5,500 tons) came into service last month to trade between Britain and the Mediterranean. She was constructed for the Prince Line Limited, London, by The Burntisland Shipbuilding Co., Ltd. As well as her cargo space, *Lancastrian Prince* has room for twelve passengers in single-berth staterooms



In the Joubert dry-dock at St. Nazaire, the French liner S.S. *France* nears completion. Workmen are engaged on installing the 74-ton rudder. The liner has been repainted and her propeller shafts have been fitted. *France* is the longest liner in the world. She is due to make her maiden voyage early in 1962 on the trans-atlantic service to New York of the French Line

Being launched in the shipyard at Lowestoft, Suffolk, of Brooke Marine Ltd. is *Loch Eriboll*, a distant waters motor trawler. She is being built for the Loch Fishing Company of Hull, a subsidiary of Kingston Steam Trawling Co. Ltd. The 197-ft.-long vessel is designed for trawling on the starboard side only and has accommodation for a total complement of twenty-five

...but *everyone* has a 'double' when it's Vat 69

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MOTORING

MOTOR SHOW PREVIEW

New cars from Jensen and Berkeley; a revolutionary spare wheel; and other topics

By **COURTENAY EDWARDS**

The Motor Show season is in full swing. The Paris Salon, as colourful and glittering as ever, has given a welcome fillip to car sales in France at a time when the motor business in most European countries had become more sluggish than at any time since the war. Let us hope that the London Show, which opens next Wednesday, will have an equally tonic effect on the languishing British market.

No surprises were sprung by British manufacturers at the Paris Show, but I have news this week of models that will create great interest at Earls Court. The Rootes Group, which makes a habit of being first in the field with new ideas, wins the distinction of presenting Europe's first production car to have two pairs of headlamps in the American manner. It has put four lamps on a considerably-improved Humber Super Snipe. Set side by side in pairs, they form part of a restyled front incorporating a full-width radiator grille.

The new headlamps, which are nearly 6 ins. in diameter, give greatly improved lighting. For full lighting all four lamps are switched on. When the lights are dipped the single-filament inner lamps are switched off and the outer lamps use the bigger of their two filaments. These are of 50 watts, compared with a strength of 37½ watts for each of the four lamps when full lighting is employed. On the open road, therefore, the lamps give a total power of 150 watts. That is 30 watts more than in the former two-lamp Snipe. In the dipped position the outer lamps give a total of 100 watts of evenly-distributed, and non-dazzling light—28 watts more than formerly. When full lighting is in use the smaller filaments of the outer lamps supplement the long-range beams of the inner lamps with a fan-shaped spread closer to the car. It is intended to use the new sealed-beam lamps for the 1961 Snipe, though I understand that initially the orthodox type is being fitted.

The disc-braked, 3-litre Snipe is the most luxurious car ever built by the Rootes Group and the latest model is even more lavishly appointed than before, with deeply-upholstered seats for six people. The folding tables have been redesigned and there is an improved system of draughtless ventilation. Mechanically both suspension and steering have been improved. The coil springs at the front have been modified and there are wider leaf springs at the rear. The steering is lighter and more positive. The Snipe has new colour schemes. It is available as a saloon, touring limousine or estate car and optional extras include Borg-Warner automatic transmission, Laycock overdrive, and power-assisted steering.

There is news, too, about the Snipe's 2.2-litre stable-mate, the Humber Hawk. Disc brakes are now fitted as standard on the front wheels and a heater is now provided without extra charge. Laycock overdrive is available but it is no longer possible to have an automatic gear-box fitted.

The motor industry is still buzzing with comment on the announcement by the Rootes Group, just before the Paris Salon, of their plans for expansion in Scotland. They are building at Linwood, near Paisley, a new plant where in about two years they will be turning out a new, smaller Hillman which has not yet been given a name. It will be Scotland's first car since 1928. The entire vehicle will be built in Scotland with the exception of any bought-out components obtained from suppliers in England. The bodies will be supplied by Pressed Steel, whose Scottish factory, just across the road from the new Rootes plant, will be considerably extended.

Between them Rootes and Pressed Steel will spend £22,000,000 on expansion in Scotland and they will jointly provide 5,500 new jobs. No details about the new Hillman are available, but my own guess is that it will be in the Ford Anglia—Morris Minor—Triumph Herald class with an engine of less than 1,000 c.c. An initial production of 150,000 a year is planned and Rootes hope to export at least 50 per cent. In addition to the Rootes share of the £22,000,000, they are spending on expansion in Scotland with Pressed Steel, the Group are investing a further £15,000,000 on modernisation and reorganisation.

On the way to completing the average motorist's annual mileage total in one week are two of three new Ford Anglias. By day and night they were driven round the Goodwood track. The Anglias were standard models; each covered about 10,000 miles, averaging over 60 m.p.h.

Jensen Motors, of West Bromwich, have announced a new two-door, four-seat sports saloon which will have its first public showing at Earls Court. It is to be known as the Jensen 541 " S " Series saloon. It is basically similar to the " R " Series Jensen it replaces and has the same 3,993 c.c., 6-cylinder B.M.C. engine. But it is now available with the Rolls-Royce version of the four-speed Hydra-Matic automatic transmission, is completely restyled, is roomier and has a wider track. It also has a limited slip differential for better cornering and reduced wheelspin, and has safety belts for the front seats at no extra charge.

The automatic gear-box is cooled by means of a large air duct at the rear end of the bonnet. This feeds air directly on to the gear-box through the transmission tunnel in the passenger compartment. A four-speed synchromesh gear-box with central-change lever can be supplied to special order, but the limited slip differential is not then available.

The new Jensen has disc brakes on all four wheels—a feature of this marque since 1957, when it became the first British production car to be so fitted as standard equipment. The 18-in. steering wheel is adjustable, and other standard equipment includes fog and long-range driving lamps, a transistor radio and dual-intensity warning lights for the trafficators. This 100-m.p.h. car has a robust tubular chassis and a tough plastic body. The automatic version of the new Jensen costs £3,195 14s. (£2,255 plus £940 14s. tax). With manual gear-box the price is £3,091 10s. Compared with the " R " Series Jensen, these prices show an increase of £488 15s. for the automatic version and £384 12s. for the other.

A new sports two-seater with plastic body and independent rear suspension is announced by Berkeley Cars Ltd., a Biggleswade (Bedfordshire) firm famous for its caravans and front-wheel-drive " baby " sports cars and three-wheelers. The new Berkeley, which may be called the Bandit, will cost just under £800, tax paid, and will be powered by the 997 c.c. engine developed for the new Ford Anglia. It will also use the Anglia's four-speed box. There are Girling disc brakes at the front, rack-and-pinion steering, a compression ratio of 8.9 to 1, a 7-gallon tank and swing axles.

Mr. Charles Panter, head of Berkeley Cars Ltd., engaged as engineering consultant Mr. John Tojeiro, well-known designer of sports cars. He is responsible for the Bandit's chassis layout. The car is an interesting newcomer in an already impressive list of British sports cars. It has a top speed of over 80 m.p.h.

There is no evidence that the London Motor Show next week will produce any cars whose builders have had the courage (or fool-hardiness) to dispense with the spare wheel to cut cost, reduce weight and conserve space, but the Dunlop Rubber Co. is ready for any such newcomers. It will have on view its revolutionary spare wheel—the Dunlop Standby—which consists of a thin disc with a pneumatic tyre of very small section which is inflated (with gas from a very small cylinder carried for the purpose) only in an emergency. You remove the defective wheel, replace it with the Standby and drive gently to the nearest garage. The Standby is not yet in production and no price has been fixed.

Briefly. . . . Slip-on car-seat covers of an interesting new type are now on sale in Britain. Rony is the name. They are made of Scotch wool backed by a lining of foam rubber which prevents slip and keeps you cool in hot weather. Rony covers for the front seats of a Ford Consul cost £8 8s., or £14 for all the seats. . . . Work is proceeding on the reconstruction and widening to 10 ft. of the hard shoulders on M 1, which proved too soft last winter. . . . United Dominions Trust, the big hire-purchase organisation, is giving financial backing to a new motor racing team through its subsidiary, Laystall Engineering. It will have sports, grand prix and gran turismo cars and will be run by Mr. Alf Moss's British Racing Partnership. . . . Jaguars, privately owned and entered, finished first and second in the touring section of the Tour de France. . . .

Castrol have just published the 19th edition of their well-known manual, *Car Care*, a worthwhile booklet of 56 pages crammed with useful information. Obtainable free from Castrol House, N.W.1. . . . The West Country has again this summer been the most popular touring ground for motorists, says the A.A., who issued 1,250,000 routes (an increase of 10 per cent.). . . .

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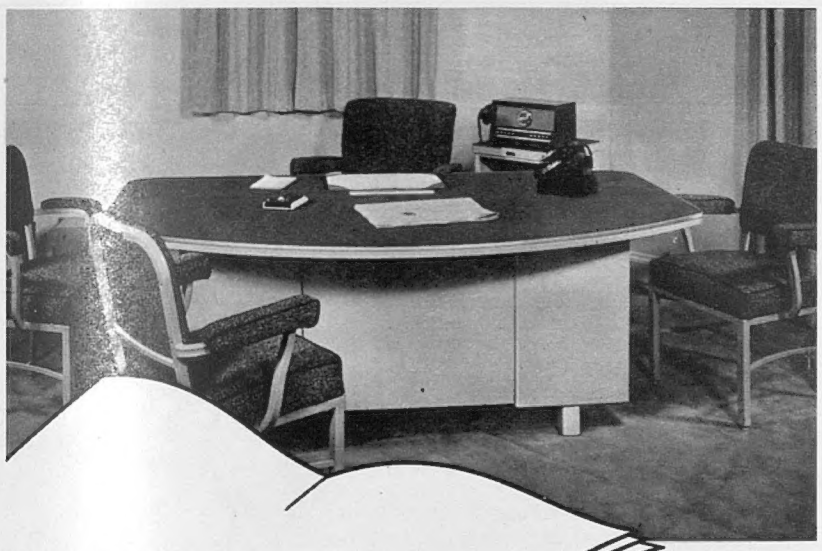

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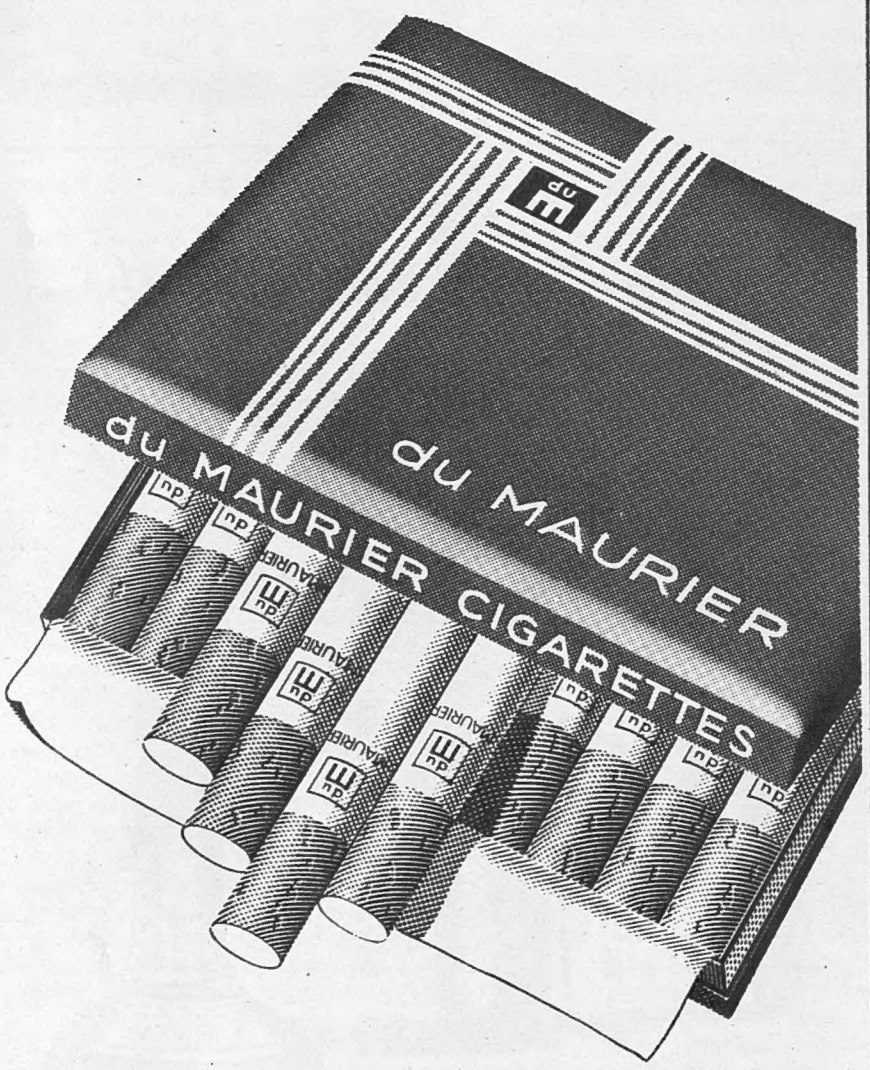

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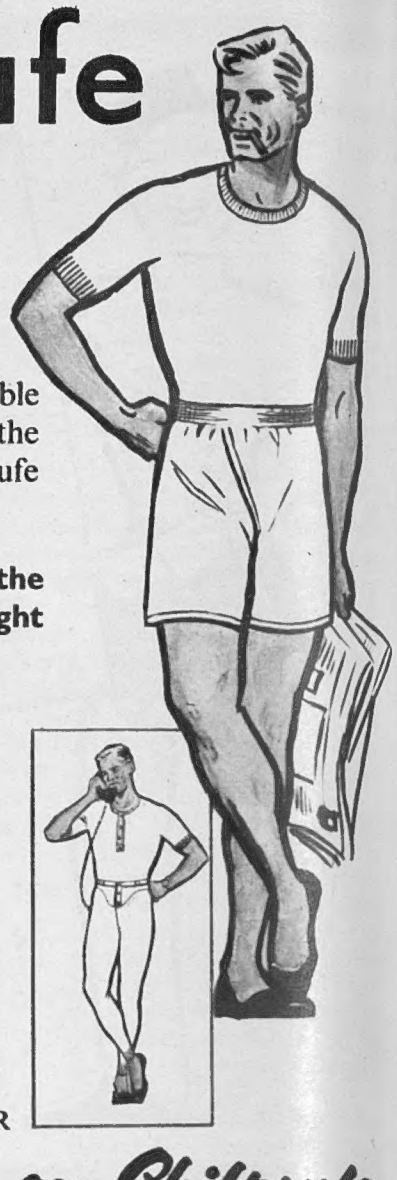

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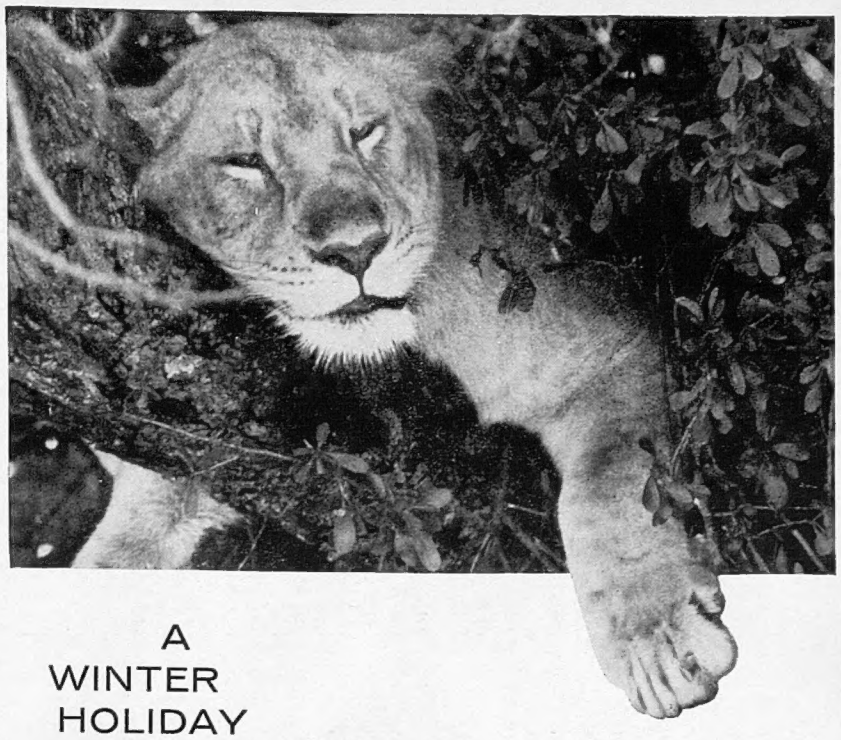

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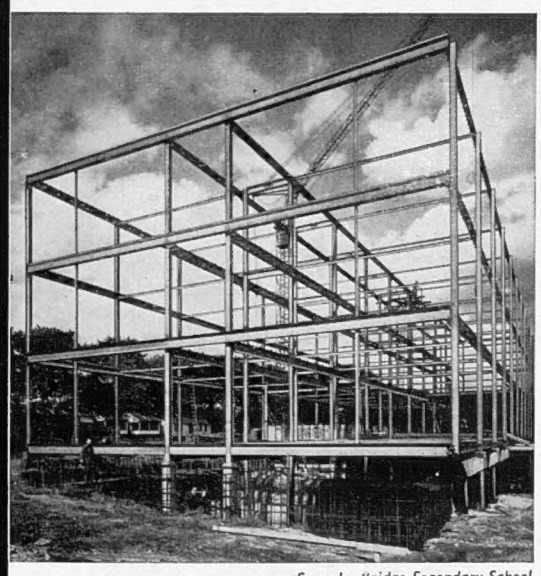

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